

Rutland Historical Society

Compiled by Morris G Tucker

Reference Book 120-4&4a

Rutland Herald snippets

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10,000 TURN OUT AT DEDICATION OF RUTLAND AIRPORT

Connecticut and Bay State
National Guard Aviators
Put On Exhibition.

\$40,000 PROJECT

Lieut. Gov. Smith, Mayor
and Others Take Part
in Colorful Event.

With the zooming of aircraft, oratory and band music, Rutland's \$40,000 flying field, built with the aid of government funds, was dedicated yesterday afternoon. A crowd estimated at 10,000 thronged the borders of the field and stood at vantage points along the highway or on roofs of nearby buildings to watch the aerial maneuvers carried on by planes of the 26th division, Massachusetts National guard, and 43rd Division Air squadron, Connecticut National guard.

Thousands of motor vehicles were parked in the vicinity of Wilson field on lower South Main street where the airport is located.

Weather conditions were perfect, the strong west wind apparently being no hindrance to the aerial performers.

Field Gaily Decorated.

The borders of the field, which covers a space about 2000 to 2500 feet in area, were gaily decorated with the national colors and the speakers' platform, erected not far from the highway, which borders the tract on the east, was draped with bunting. Amplifiers were used to carry the voices of the speakers to the crowd.

On the stand, with State's Attorney Jack A. Crowley, master of ceremonies, were Lieut. Gov. Charles M. Smith, Mayor Arthur W. Perkins, Aldermen Edward A. Chalmers, Charles T. Quigley and James Donnelly, comprising the aldermanic airport committee, Frank H. Duffy, democratic national committeeman, Philip N. Sanborn of Boston, national secretary of the Yankee Division association, Bernard W. Flanders, commander of Rutland post, American Legion, Lieut. Henry Reis-elbara of Hartford, Conn., National guard officer, and Frederick C. Hinckley, city grand juror.

The Rutland City band played at intervals during the exercises. With the group was Andrew Calozzi, 75, Vermont's veteran bandsman.

The speeches were brief owing to the fact that the orators were obliged to make themselves heard above the roar of big airplanes, diving 100 feet or so overhead in

Crowley Pays Tribute.

State's Attorney Crowley paid tribute the aldermen's airport committee which made the landing field possible. He said that the city was greatly indebted to Walter F. Benbank, chairman of the local airport committee, for one of the best fields in New England.

Lieut. Gov. Smith, introduced by Crowley as the first speaker, discussed the development of traveling methods since Gen. Amherst cut a path through the wilderness to Vermont 150 years ago. He, too, congratulated Rutland on having one of the finest landing fields in the country.

Mayor Perkins declared that the field was the outcome of the dream of four or five Rutland men who became air-minded a few years ago. He expressed pleasure in the fact that Yankee division men, in Rutland for their annual convention, were taking part in the exercises.

Polando on Program.

John Polando of Boston, trans-ocean flier, was asked to extend greetings to the crowd and he told briefly of his 5011-mile flight from New York to Istanbul, Turkey, in 1931. He said that Rutland had ample space on its field for the largest planes to land and he predicted that the port would become, when more fully developed, one of the best in the East.

Secretary Sanborn of the YD thanked Rutland for the entertainment of the conventioners and said everybody had had a "grand time."

Lieut. Reis-elbara spoke of the air-to-plane radio communications which were to be carried on later in the program by a Connecticut plane and the Signal corps of the 172nd infantry, V. N. G., with Lieut. Ray E. Collins in command and Lieut. B. S. Culver as signal officer.

After the speaking, the big crowd was entertained for an hour by three Massachusetts National guard and two Connecticut guard aviators who demonstrated various uses of aircraft in warfare.

Private craft took many passengers aloft.

Site of Airport.

The new airport occupies the site of a portion of the F. M. Wilson estate farm and a field owned by the Charles A. Perkins estate. The city has obtained a long-term lease of the tract, this having been necessary when application was made for a federal grant.

The field was cleared of obstacles and graded by about 125 local laborers, working under the CWA and VERA. The work was begun in May.

No hangar has been erected on the field. It was planned at first to construct gravel runways but this idea has been abandoned because of lack of funds. The entire tract is grassed over.

City Airport Non-Existent

Flying Field on Which \$74,224
Was Spent Now Reverting to
Meadowlands.

While the 100-acre Wilson-Perkins fields, discarded as an airport site after \$74,224 had been expended in leasing and developing them, are slowly returning to their former state as meadow lands, the city remains without a landing field. Aviators state that it would be difficult at present, because of the wet condition of the ground, to find a place where a plane could land near the city in case of an emergency.

As far as can be learned, no plans for the establishment of an airport here are being formed and there has been little discussion of the matter since the voters, on March 7, rejected a proposal to spend \$25,000 to buy the 80-acre Wilson site. It had been previously explained that the 20-acre adjoining Perkins tract, which the city had been leasing, was not for sale.

The standing committees for 1939, recently appointed by William T. Simonds, president of the board of aldermen, did not include an airport committee. There was such a committee last year, Alderman Christopher A. Webber having been its head.

The city leased the Wilson and Perkins fields in 1934, during the administration of the late Mayor Arthur W. Perkins. The leases ran for five years and the rental fee was \$2000 annually for the Wilson tract and \$300 annually for the Perkins field. A purchase price of \$25,000 for the larger area and \$13,500 for the smaller one were fixed, the sums paid for rentals not to apply to the purchase, if the city decided to buy. The federal government paid \$57,984 in wages for the development of the field and the city laid out \$4740 for trucks and other expenses incidental to the work, which was done largely in 1934 and 1935.

The leases expired on March 31, 1939. As the Perkins lot could not be sold, as it developed, because of legal complications, the voters were asked at the spring election whether they wished to authorize city officials to buy the Wilson tract. The proposal was turned down by a vote of 3015 to 1394. At the time of the voting many persons contended that the field was not a suitable place upon which to land planes in spite of the large sum spent upon it.

A Rutland flyer, using a small plane and familiar with the terrain, has been landing on and taking off from the south end of the Wilson field this week. The ground over much of the area is wet and soft, he said.

Two Die As Airplanes Collide At City Airport *(Wilson Field)*

ONE SAVED BY CHUTE

Bellanca and Douglas
Planes Crash Head-on
3000 Feet Above City
Field; 2 Occupants of
Bellanca Dead.

OTHER ESCAPES

Both Machines Mass of
Wreckage; One Pho-
tographer's Plane,
Other National Guard
Machine.

A brooding silence hovered over Rutland airport yesterday just before noon. The sky was clear and the sun was broiling hot, just the weather for a successful show at the airport where dedication exercises were to be held.

The hum of airplanes above attracted the attention of the few persons who were at the landing field.

The hum became a roar and then a rending, ripping crash, high up in the heavens told of a tragedy there.

Two planes had collided—a huge Bellanca cabin monoplane and a Douglas observation bi-plane.

In another second, the two monsters of the air were hurtling earthward.

They fell like plummets from 3000 feet in the ether.

The Bellanca plane carried two men, both of whom were ground to pulp as they crashed to the earth.

The lone pilot of the Douglas plane had jumped when the collision in the air occurred. He came to the ground, buoyed by his parachute, safe and sound, while his plane was battered to almost unrecognizable debris.

The two men who died so suddenly and so horribly were:

WILLIAM H. MCMULLEN, pilot, Flushing, N. Y.

R. L. OAKES, photographer, New York.

The airman whose life was saved by his parachute was:

CAPT. HERBERT H. MILLS, Hartford, Conn., 43d Division Air squadron, Connecticut National guard.

The exact cause of the tragedy will probably never be told. Both planes were new arrivals. The Bellanca plane appears to have been coming from a northerly direction and the Douglas plane from a southerly direction.

How the two planes came to crash is something of a mystery. Even the man who escaped with his life is not sure.

It just happened.

The planes crashed head-on.

Capt. H. W. Generous of Hartford, inspector for the Connecticut National guard, flew to Rutland yesterday afternoon to make an investigation

of the accident. He spent only a short time here and then left by plane for Connecticut to report to headquarters.

A salvage corps from the aviation division of the Connecticut guard arrived in the city last night and began dismantling Capt. Mills' wrecked ship.

The accident occurred an hour before the time set for the dedicatory exercises at the flying field.

The planes fell about a quarter of a mile apart. Neither caught fire, but they were reduced to a mass of twisted metal and broken wood by the collision in the air and the impact with the ground.

Capt. Mills had just arrived over Rutland to participate in the dedicatory exercises, after having flown here alone from Hartford, and was decreasing his altitude preparatory to landing when his plane collided with the cabin craft carrying McMullen and Oakes.

Both planes went out of control immediately. As their craft turned over and over toward the ground, the photographer and his pilot were thrown out. They fell free of the wreckage, landing about 100 feet apart. They did not open their parachutes.

They landed in a cultivated field, near their plane, their bodies making indentations a foot deep in the soft earth. Both were dead when spectators reached their sides.

The bodies were moved in a National guard ambulance to Clifford Bros' undertaking rooms, where they were identified by cards in their pockets.

Capt. Mills jumped just after the collision and opened his parachute successfully, floating safely to the ground. A stiff wind carried him toward the northeast and he landed in a field just across the road from the airport.

His plane went down like a plummet, crashing nearly in the middle of the airfield.

Curiosity seekers rushed to the scene of the wrecked aircraft, but a guard of Rutland National guardsmen was thrown about each craft and no one was permitted to go near the debris.

One version of the accident is that Capt. Mills dipped sharply to avoid the photographer's ship and the wings of the two planes came together.

Capt. Mills stated as soon after he had recovered from the shock of experience, however, that there was a head-on collision.

"I left Hartford about 11.40 o'clock," he said, "flying alone. I was not familiar with the Rutland territory so I followed the railroad tracks. As I came over the field, I looked down and decreased my altitude and, as I glanced up, I saw the other plane right in front of me, not more than 50 feet away. I did not know where it came from. We met, head-on. I landed all right. I did not get hurt."

Mills told acquaintances that it was his 13th successful parachute drop.

The photographers' plane fell a few hundred feet east of the house of Charles Ruane, who lives just south of the airport and on the opposite side of the road.

Mrs. Ruane was the first to reach McMullen and Oakes. She found that both were dead. She did not see the ships come together.

The accident had been witnessed from the flying field and an ambulance was sent immediately to move the shattered bodies.

McMullen and Oakes were in the employ of the Aerial Exploration survey, New York. They had been taking pictures recently for the government along the proposed route of the Green Mountain parkway.

MOUNTAIN SURVEYS.

NEW YORK, June 24 (AP).—Pilot William H. McMullen and R. L. Oakes, a photographer, who were killed in a head-on aerial collision today at Rutland, Vt., had been making a survey in New York and New England mountain areas for the federal government.

They were employed by the Aerial Exploration Survey company of New York, given the survey contract by the government. Robert Shippee, president of the company, tonight said the two men had been on the survey for the last month. Recently they had stopped at Glens Falls, N. Y., both were married.

"They probably had ended their survey for the day," Shippee said, "and were en route back to Glens Falls, noticed the crowd at the Rutland airport, circled over it and collided."

Shippee said McMullen was an experienced pilot, had served as South American representative for several years of the Curtiss-Wright export company and was stationed at Chanute field, Rantoul, Ill., during the World war.

Last Chapter Of Life's Story Of Ace Of The Air, "100 Per Cent Mac"

Finis was written yesterday to the thrilling story of an aviator's life—an ace of the air whose career would read like a book of romance if compiled in chronological order. When W. H. (Mac) McMullen's life was snuffed out at noon yesterday in a tragic crash at the airport dedication, the country lost an able airman and a chap whom everybody liked and called, "100 per cent Mac."

When McMullen died, another brave man crossed into the beyond with him—R. L. Oakes, an aerial photographer of country-wide experience.

Both men died in harness, the one a pilot of a Bellanca plane, the other with his photographic instruments and paraphernalia equipped for work.

The two were taking photographs for the Aerial Exploration Survey company of New York of the hills and vales that are incorporated in the Vermont national forest and the proposed parkway.

The plane in which the two met death, was the one which McMullen flew over the Andes Mountains of South America for the Shippe-Johnson Expedition for the National Geographic society. It was equipped with aerial mapping equipment as well as regular air camera.

McMullen dated his aviation career back to the World war in which he attained the rank of captain. After the war, he did what most army pilots did, "barn-stormed," and later affiliated with a large plane manufacturing company. He tested and sold planes. One of his assignments was to take a large number of planes to China and start one of the river routes, which have made China air-minded. He later sold a large order of pursuit and attack ships to the Chinese government.

He came back to America and took up with Lieut. James A. Doolittle as sales partner. Their work took them to South America and Europe. It was after this tour that he joined the Shippe-Johnson expedition. He had been doing mapping work since that time.

Wives Hear Dread News From Police

Mrs. McMullen Immediately Notifies Father
of Dead Husband; Mrs. Oakes Falls Into
Dead Faint and Is Carried to Hotel.

Two young wives, who kissed their husbands goodbye, shortly before they took off from the Glens Falls, N. Y., airport at 10 o'clock yesterday morning, arrived in Rutland at 9.30 o'clock last night to learn that the mangled and lifeless bodies of their men were lying in an undertaking establishment.

The comely young matrons, Mrs. Myra McMullen and Mrs. Helen Oakes, wives of the victims of the plane crash over the Rutland airport yesterday, were informed of the tragedy as they sat in an automobile outside of the Rutland police station.

Mrs. McMullen heard the fatal news, quietly and with composure. Tears came to her eyes, as she asked to use the police telephone to inform relatives of the tragedy. She was anxious that Gasper McMullen, of Flushing, L. I., father of her dead husband, should be prepared for the shocking information.

Mrs. Oakes, however, fell into a dead faint. As Miss Anna Mae Rousseau, a nurse, and members of the police department tried to revive her, efforts were made to reach a physician. Dr. Robert P. Williams was located and reached the scene. He stated that although the newly informed widow had been unconscious for nearly a half hour, she would recover.

She was removed to the Bardwell hotel on a stretcher.

Mrs. McMullen asked to be taken to the Clifford Funeral home where the bodies lay. Police Sergt. Carl M. Sears complied with her request.

After a conference with George Clifford, undertaker, Mrs. McMullen said that she would spend the night in Glens Falls, and return here early this morning to make final arrangements for the shipment of her husband's body to their home in New York.

Ralph Pease, manager of the Glens Falls, N. Y., airport, who accompanied Mrs. McMullen and Mrs. Oakes to Rutland, said that the two women, with their husbands, had been in Glens Falls for the past six weeks, making their homes at private boarding houses.

The crash victims, Pease said, had been engaged in drawing up highway maps for the federal government, through the medium of the Aerial Survey and Exploration company of New York.

Rutland Daily Herald
January 20, 1942

War Delays Airport Plans

Mayor Advised, However, That
\$422,000 Project Will Not Be
Pigeon-Holed.

The great mass of work which is forced upon War department engineers because of the world conflict is likely to delay the letting of contracts for development of the Rutland airport on the site in Clarendon which was purchased several months ago, Mayor Henry B. Carpenter was informed yesterday by United States Senator George D. Aiken.

In answer to an inquiry, the senator stated in a letter which arrived at the mayor's office yesterday that he had contacted the Civil Aeronautics authority officials in Washington and had been told that it is too early to expect the completion of plans and specifications on which bids for construction work are to be based, because of the large amount of work devolving upon War department engineers owing to world conditions.

Senator Aiken added that he had been assured that there is no danger of the Rutland project being pigeon-holed or the appropriation of \$422,000 withdrawn.

War department engineers surveyed the airport site during the fall and city officials were informed some time ago that no further steps relative to the development of the flying field can be taken until the department has drawn plans.

Airport Plans Nearly Ready

Commissioner Clark Notified
Specifications Will Be Complete in Few Days.

Plans and specifications for the Rutland airport, to be located in Clarendon, are expected to be ready in a few days for the approval of the Civil Aeronautics authority New England office in Boston which will award the contracts for construction of the landing field. Dr. Gray S. Clark of this city, commissioner of aeronautics in Vermont, learned this yesterday from E. Fletcher Ingals of Boston, district engineer of the CAA.

The engineer's office of the War department in New York, where the plans are being prepared, has disclosed that the general direction of the wind in the Rutland area is a big factor in determination of the layout of the runways to be built on the airport and the weather bureau here has been queried as to this. The engineers also have contacted the Central Vermont Public Service corporation to make sure that sufficient current for lighting the grounds is available in the Clarendon area.

The information from Engineer Ingals concerning the near completion of plans for the landing field was contained in the following telegram received yesterday by Dr. Clark in reply to an inquiry. The message read as follows:

"Have just talked with United States engineer office in New York regarding Rutland airport. Plans and specifications will be sent to my office for review in a few days. You may rest assured I will do all I can to expedite construction of Rutland airport."

The office of the district engineer of the War department in New York has written to George H. Ross of this city, official weather observer, asking for data on daily wind directions in the city for the last three years.

As supplying this is a considerable task, necessitating the searching and compiling of more than 1000 daily records, Mayor Henry B. Carpenter stated yesterday that the city would supply the necessary clerical assistance to get out the report. The data will be forwarded to New York in a few days.

Official records show, in a general way, that winds in Rutland come mostly from the southwest during the milder portion of the year, probably as long as seven or eight months, and from the northwest during the remainder.

As wind direction is of great importance in landing an airplane, the prevailing air currents will be taken into consideration in determining the position of the runways, engineers explain.

The CAA having allotted \$422,000 for the Rutland port and the city having acquired a site, with the state contributing \$8000 toward the purchase price, municipal officials await word from the CAA that the War department has furnished specifications and contracts for construction of the airport.

Rutland Daily Herald
February 19, 1942

City Salvaging Barbed Wire To Be Used Again

The city is salvaging barbed wire and the public works department expects to find use for it on the city watershed.

The Butler farm and parts of the Powers and Grover farms in Clarendon which the city purchased for an airport site had been cut up by the owners at various times into many small fields, separated by barbed wire fences. Several miles of wire, some of it comparatively new, had been used, Commissioner of Public Works William K. Nichols stated yesterday. Nichols, acting as superintendent of the water department, had a group of men at work on the airport site yesterday, separating the strands from posts and rolling them for convenience in handling.

Some of the material will be used in putting up fences along the brooks in Wheelerville, Mendon, which feed the municipal reservoir, Nichols said. There also is need for wire at the city reservoir, he stated. The purpose of the fences is to barricade the water courses from trespassers, especially picknickers.

The wire that is being removed from the Clarendon property is on interior fences, that on the borders of the tract, along roads, being left undisturbed.

Rutland Daily Herald
February 19, 1942

CAA Reviews Airport Plans

Mayor Notified Final Approval
of Field Is Expected Within
Short Time.

The War department's plans and specifications for the Rutland airport to be constructed on the 271-acre tract in Clarendon, bought last fall, have been reviewed by Civil Aeronautics authority engineers at the district office in Boston and have been transmitted to the regional office for final approval after some slight revisions and additions had been made by the CAA.

This information was received yesterday by Mayor Henry B. Carpenter in a letter from William E. Cullinan, associate air engineer in the Boston office of the CAA, who wrote in response to a letter of inquiry from the mayor as to the status of the airport project, directed to Capt. E. Fletcher Ingals, engineer in charge of the Boston office. Ingals is away from his desk for a few days because of an injury sustained in a fall.

Cullinan stated that he anticipates the regional engineers will accept the suggestions made by the CAA and that the plans finally will be approved without delay so that bids may be advertised for.

As the city already has accepted an agreement with the CAA for construction of the landing field by the government agency and with the War department's sponsorship, there need be no delay in advertising for bids after final details in the specifications have been arranged, Cullinan said.

The CAA has allocated \$422,000 for the Rutland project.

Rutland Daily Herald
March 5, 1942

War Dept. Is Still Working on Airport Plans

That the War department engineers still are working on plans for the Rutland airport for which the Civil Aeronautics authority has allocated \$422,000 was indicated by the receipt of a letter by Mayor Henry B. Carpenter yesterday from the engineer's office in New York, inquiring about the water supply at the proposed airport site in Clarendon.

The inquirer asked whether there is plenty of water available for both drinking and construction purposes, a large amount being required for mixing concrete to be used in the two long runways.

The mayor explained that there is a springhouse, equipped with a pump, on the site of the former Butler homestead which was bought by the city, as a part of the airport site. This spring furnished a never failing supply of water for the Butler family for many years and provided enough water for 100 head of cattle at times, besides that required for domestic purposes.

The mayor, in his answer to the engineers, described Mill river, near the airport site, and explained that sufficient water for construction purposes could be pumped at all times from this large stream.

Plans for the airport were practically completed by the engineers a few weeks ago and were sent to the divisional office of the CAA in Boston for approval. This approval was given, the mayor was recently informed, except that the CAA made some slight suggestions for changes which the New York office of the War department is now working upon.

Rutland Daily Herald
March 12, 1942

To Seek Bids On Airport

Mayor Notified by U. S. Engineers Construction Will Start in About 50 Days.

The office of the United States Engineer in New York yesterday notified Mayor Henry B. Carpenter the bids for the construction of a \$422,000 airport on the North Clarendon site purchased last year by the city would be advertised for the first time today. Funds for the construction of the port, which will be one of the largest in the East, were contained in an appropriation measure passed by Congress early last year.

Returning from New York where he conferred with officials of the Engineer's office, Mayor Carpenter said he had been told actual construction work on the airport would probably be underway within 50 days.

Charles A. Panish, principal engineer in the New York office, told the mayor the project would be advertised for 20 days and that thereafter approximately 30 days would be necessary to let contracts and inaugurate construction. Panish did not inform the mayor as to the method of advertising to be used.

The site selected for the new airport includes the Butler farm in North Clarendon, located between Routes 7 and 103, and portions of the Grover and Powers farm properties.

Although no copies of the completed plans are available, Mayor Carpenter said yesterday he believed the project embodied all the original recommendations of CAA and Army engineers.

Rutland Daily Herald
March 17, 1942

Board Names Airport For MacArthur

Aldermen Approve Name of Heroic Leader of U. S. Filipino Forces.

Abel Is President

Paying tribute to Gen. Douglas MacArthur, commander of American and Filipino forces, whose gallant and heroic stand against superior Japanese invasion forces on Bataan peninsula has been an inspiration to soldiers fighting under the colors of the United Nations on the world's far-flung battle fronts, Rutland's board of aldermen last night unanimously approved a resolution naming the city's soon to be constructed airport MacArthur Field.

The resolution providing a name for the \$422,000 field, construction on which is expected to begin within the next 60 days, was offered by Alderman Hollis I. Loveland and came shortly after the board had organized for the coming year with the unanimous election of Joseph A. Abel as president.

Work on Airport May Be Completed By October

Mayor Notified Construction Is Expected to Begin About April 10; Bids to Be Opened March 30.

Airplanes will be roaring in and out of MacArthur Field, Rutland's new airport, as early as the middle of October, thus ending the city's years of endeavor to secure a suitable commercial port for Vermont's second city, Mayor H. B. Carpenter revealed yesterday.

Work on the airport, located just south of Pierce's corner in a triangle formed by the Bennington and Belows Falls roads out of Rutland, will start about April 10 and must be completed in 180 days. Charles K. Panish, principal engineer in the office of the United States engineers in New York notified the mayor.

Bids for the \$422,000 project were advertised on March 13 and will be opened at 1 o'clock on March 30 at the New York office of the engineers, Panish said in his letter. The work should begin by April 10, he stated.

While Panish stated that the work "should" begin by April 10, copies of the contract at the city hall stated that after opening of bids, the contract must be signed within 60 days and that work must start 10 days after signing. Panish's statement that work should begin by April 10 indicated, officials said, that the engineers expect the contract to be signed on the day of opening of bids, March 30, or within a few days of that date.

Mayor Carpenter yesterday was studying the lists of material which will be used and handled during construction of MacArthur Field, which is to be large enough to accommodate all but the very largest commercial and military planes.

To complete such a project in 180 days, the contractor who gets the job will have to have modern equipment, and be well stocked with it, observers at city hall say. The 371 acres purchased by the city last year are to be turned into the most modern of ports.

The city government has put about \$18,000 into the project and the state has given an additional \$8000. Some of this city money has already been returned—in 700 cords of wood trucked to the poor farm for use of needy families, the sale of 77,000 feet of lumber and the future sale of a silo and other property.

Wage schedules for airport workers have already been set. They will run from the minimum of 50 cents an hour paid to common laborers to the \$1.37½ an hour paid to ornamental iron workers.

It is most logical, it was said at city hall, that the contractor will bring his own skilled labor and gang bosses to be able to complete the huge project in the allotted 180 days.

Mayor Carpenter telegraphed the engineers' office in New York yesterday for copies of the plans which he expects to have available today. Until that time details of construction are not known here.

However, from details in the schedules of materials sent out to bidders and from earlier temporary plans it is believed that specification will call for two 4000-foot runways, which will have pavement 150 feet in width with an additional 350 feet for shoulders (175 feet on each side.)

The finished runways will be of asphaltic concrete.

Contractors are bidding on schedules which call for a control house, control house equipment, boundary and range lights, beacon tower and beacon light and wind tee.

An idea of the magnitude of the construction job is given in the schedule of materials.

Basic work includes the moving of 296,000 cubic yards of dirt and 76,000 cubic yards of rock.

Laborers will be hired to dig 16,000 lineal feet of drainage ditches—about three miles of them.

Part of these ditches will be filled with 9700 lineal feet of 12-inch pipe—the contract calling for either reinforced concrete or vitrified pipe. Rutland has a concrete pipe company.

Electricity for lighting and electrically controlled operations will be brought to various sections of the port through 16,700 lineal feet of electric conductor cable and lighting wire.

When the port is complete even the grass will be planted. The figure on this is 360,000 square yards of top soil and seeding.

Contractors Who May Bid On Airport Study Plans And Survey No. Clarendon Site

Detailed Drawings Obtained From United States Engineer's Office Indicate It Will Be Unnecessary to Move Bennington Highway; Runways to Be 3600 and 4100 Feet Long.

Contractors who plan to bid on Rutland's \$422,000 airport went over the ground at the site south of the city yesterday to get an idea of the layout and city officials had their first opportunity to obtain a picture of what the federal government has planned for air facilities here as they studied detailed plans drawn by United States engineers.

The plans arrived yesterday from the United States engineer's office in New York as the first influx of hopeful bidders came to Rutland.

Bids will be opened in New York on March 30 and construction is expected to be started early in April with the work to be completed in October.

Details of the proposed construction work was presented by the engineers in 10 huge drawings of runways and other sections of the proposed flying field.

Although no definite assurance has been received, a study of the charts shows that it may be unnecessary to move a section of highway Route U. S. 7, the Bennington route, since engineers have plotted the east-west runway so that it will not bisect the highway.

The runway in question is officially designated as the west northwest-east southeast runway. It is to be 3600 feet long, while the north-south runway will be 4100 feet long. Each will have a 150-foot paved width with an additional 175 feet on either side leveled and grassed.

The two runways will have only a seven-foot elevation variation, the lowest point being 780 feet above sea level and the highest being 787 feet above sea level.

The entrance to the field will be off Vermont Route 103, and in this area space has been allotted for buildings which will be erected under the contracts on which bids will be made by March 30, and for buildings which might be constructed in the future.

The present contracts call for construction of a control house and rotating beacon tower. The construction company which gets the contract will be called upon to place excess dirt in this area near the entrance to level it for future hangars, administration building, apron and parking space.

All switches for the rotating beacon, for the lights which line the runways and other lighting will be located in the control house, which will be constructed of reinforced concrete. The house will be 16 feet long, 8½ feet wide and 7½ feet high.

The rotating beacon will be mounted on a six-foot square platform at the top of a 51-foot high tower.

Construction company representatives here yesterday indicated that there will be a large number of bidders, particularly for Part A of the contract, which includes grading and drainage. Large contractors in Massachusetts and Connecticut who are owners of heavy construction equipment are among those who have indicated they will bid.

Rutland Daily Herald
March 30, 1942

Bids Will Be Opened On City Airport Today

Bids for the construction of MacArthur Field, the city's new \$422,000 airport to be located just south of Pierce's corners in North Clarendon, will be opened this afternoon in the office of the United States engineer in New York. More than 15 contracting firms in New England and New York are known to have submitted estimates for the job which, under the terms laid down by the Army, must be completed within 180 days after work is initiated.

Representing the city at the official opening of estimates will be Mayor Henry B. Carpenter who left yesterday.

Present plans call for the construction of a Class III airfield, the second largest type sponsored by the CAA. Funds for the airport were contained in a bill passed last summer by Congress after the Army had officially described the proposed landing field as vital.

It is expected that construction work will begin within 30 days.

Airport Bid Is \$559,925

Fitzgerald Brothers, Inc.,
of Troy, N. Y., Submits
Lowest Estimates in New
York.

Mayor There

Figure Is Over \$135,000
Above Amount Allocated
by CAA for Construction
of Landing Field Here.

(Special to The Herald.)

NEW YORK, March 30.—In the presence of CAA officials, Mayor Henry B. Carpenter of Rutland, Vt., and representatives of interested companies, bids for the construction of MacArthur Field just south of Rutland were opened this afternoon in the office of the United States Engineers.

Low bid for the project was submitted by Fitzgerald Brothers, inc., of Troy. The figure was \$559,925.50, more than \$135,000 above the \$422,000 allocated by the CAA. This is not an uncommon occurrence, it was pointed out, for the CAA allocation was made some time before any complete survey of the proposed airport had been finished.

Carpenter tonight said he had arranged to confer here tomorrow with a top official of the CAA and indicated he was hopeful additional funds would be allocated to cover the construction costs. The mayor said he did not anticipate any great additional delay as a result of the construction figure.

The site of the landing field is approximately six miles south of Rutland and is situated in the triangle formed by the junction of Routes 7 and 103 at Pierce's Corners.

City May Be Forced To Condemn Airport Lands

Owner of One Tract Seeking
Payment From City
at Rate of \$300 Per Acre;
50 Acres Needed.

There were indications last night that the city may be forced to go before the Public Service commission and condemn certain lands in North Clarendon needed for the construction of a new half-million dollar airport as city officials opened negotiations to obtain the property, totaling about 50 acres.

As evidence, city officials cited the case of one of the three property owners who is demanding payment at the rate of approximately \$300 an acre. It was pointed out last night that if the city purchased the property needed at this figure the 50 acres would cost nearly as much as the 330-acre Butler farm, principal part of the landing field, for which the city paid only about \$22,000.

The three tracts of land adjoining MacArthur Field, construction on which is scheduled to begin as soon as the city acquires the property, is owned by Amherst Weeks, Charles and Grats Powers and Mr. and Mrs. Roy Bixby.

Originally, Army and CAA plans did not call for this property but when engineers began drafting final construction data it was found

necessary to shift the runways thus necessitating the additional land. However, this did not become known until bids on the projects were opened in New York earlier this week at which time Fitzgerald Brothers, inc., of Troy, N. Y., submitted the low bid of \$559,925.50, about \$130,000 more than the amount of money originally allocated for the project. On Tuesday Mayor Henry B. Carpenter conferred in New York with Hervey Law, regional supervisor of CAA airports in New England and at that time he was informed the additional funds would be made available.

Mayor Carpenter called attention this week to the fact that the city has approximately \$9000 remaining in the airport account. At that time he said he felt this would be sufficient to purchase any additional lands needed to develop the flying field which has been termed "vital" by Army authorities.

Although city officials declined to censure the landowners specifically, it was indicated that should they refuse a "fair" offer for their property, probably about \$100 an acre, the city will immediately institute condemnation proceedings before the PSC.

Municipalities were granted power to acquire property for airport purposes by the exercise of the power of eminent domain in a bill passed during the 1941 session of the Legislature.

Rutland Daily Herald
April 9, 1942

City Seeks Bids For Buildings On Airport Site

City Clerk Henry P. Battles announced yesterday that the city would consider propositions to purchase buildings on the Butler property site in Clarendon. After the city has agreed to the purchasers' propositions, Battles said, the buyer must make arrangements for speedy removal of the buildings so as not to impede the construction of the airport on that site, which will be known as MacArthur Field.

A special committee was appointed to dispose of the buildings. It includes Alderman Hollis I. Loveland, Commissioner Richard H. Royce and Battles. This committee will meet next Tuesday afternoon at 2 o'clock to consider the bids. All propositions must be in by then.

Buildings, which are open to bids, are a barn, creamery building, lean-to-shed, ice house and silo. Battles said that no decision had been made concerning the disposal of the Butler residence.

Rutland Daily Herald
April 10, 1942

City's Offer To Buy Land Still Unheeded

The city's offer of \$100 an acre for three parcels of land in Clarendon needed for the construction of MacArthur field has thus far elicited no replies from the property holders, Milford K. Smith, city attorney said last night. Attorney Smith wrote the owners of the land Tuesday notifying them of the action taken by the board of aldermen Monday night offering to pay \$100 an acre for 50 additional acres of land needed. The offer stipulates that acceptance must be made before April 13.

Meanwhile it is rumored that the owners of the sought-after land in Clarendon have agreed amongst themselves to hold out for \$300 an acre for their property. They are believed to have hired a lawyer to look after their interests in the matter.

City Attorney Smith, in his letter to the property owners said that if he had not received a reply by this Monday he would assume that they had refused the offer made by the aldermen. In his letter Attorney Smith explained the need for speed due to the war situation and the fact that only acquisition of the final section of land was delaying construction of the airport.

Owners of the Clarendon property are Amherst Weeks, Gratz and Charles Powers and Charles Bixby.

The 1941 Legislature passed a law under which the city can condemn the property if the offer made to purchase the land is not accepted. More than a half a million dollars has been allocated by the federal government for construction of the airport and a Troy, N. Y., firm has already been awarded the contract for construction.

City's Offer For Airport Land Refused

**City Atty. Smith Directed
to Go Ahead With Con-
demnation Proceedings.**

Weeks Ask \$45,000

**2 Proposals From Prospective Colonial Marble Co.
Purchaser Turned Down.**

The Board of Aldermen last night, having had no acceptance of their offer of \$100 an acre for land needed in Clarendon for the construction of MacArthur field allowed the matter to pass into the hands of City Attorney Milford K. Smith who has been directed to start condemnation proceedings at once.

At their meeting the previous Monday the aldermen had voted to have the city attorney make an offer of \$100 an acre to the various owners of 50 acres of land sought by the city for the airport. At that time the aldermen moved that if the offer was not accepted by the following Monday night the city attorney would start condemnation. The additional land, is needed to extend the runways of the field under revised plans drawn up by Army engineers.

Other major business transacted at the three-hour session was the rejection of two proposals from Franklin P. Ferguson, attorney for Leo Mayntner, a prospective purchaser of the bankrupt Colonial Marble corporation. On motion of Alderman Thomas W. Eddy the board voted to refer a second proposal made by Ferguson to the special committee in charge of the Colonial matter. This action served to pass up the proposal, since the committee would not meet until next Monday and tomorrow has already been set as a deadline for issuance of the order of sale of the property by the bankruptcy referee in Wilmington, Del.

Offers received from the property holders in Clarendon included a proposal from Amherst and Rachael Weeks to sell their entire farm of 450 acres to the city for \$45,000 or \$100 an acre. The city seeks only about 30 acres of this property. It was brought out at the meeting by Alderman Fred Carbine that the entire land is assessed for \$4800 by the town of Clarendon. The Weeks, in their letter said the offer from the city was like asking for a strip of material one inch by eight inches across the seat of a pair of pants, it would ruin a suit and likewise to sell only part of their land would make the rest of the farm worth considerably less.

Gratz Powers is reported to have asked \$750 an acre for his six-acre tract sought by the city and refused to consider the aldermen's offer.

Charles Powers, also owner of six acres needed by the city, offered to trade his land for 12 acres of adjacent land now owned by the city plus \$75 in cash. This offer was later modified by his attorney Hanford Davis to nine acres from the city plus the same amount of money. However, several aldermen objected to any trading of land and City Attorney Smith, asked for his opinion, stated that he did not believe the city would be able to trade any land under its contract with the Civil Aeronautics association and the State Aeronautics board.

Roy and Laura Bixby set a price of \$300 an acre for their tract of approximately nine acres, according to the city attorney.

Asked by Alderman John A. M. Hinsman how long condemnation proceedings might take, City Attorney Smith replied that a preliminary hearing might be held within two weeks to set forth reasons for the condemnation and set a fair price for the property.

The two proposals from Ferguson in behalf of Mayntner proposed to buy the bankrupt Colonial property for a sum sufficient to pay taxes due the city provided the city would agree to withdraw their proceedings in the Delaware court and allow Mayntner's offer to be accepted.

The second proposal which Ferguson drew up at the meeting added a provision that Mayntner would furnish a bond to guarantee the city's taxes would be paid and that a business would be established in the building.

After considerable discussion the aldermen made it plain that they considered the lack of guarantee at that time did not warrant acceptance of Ferguson's proposal, and the motion of Alderman Eddy to refer the proposal to the special committee on the Colonial Marble company was passed.

The meeting was in charge of Joseph A. Abel, president of the board of aldermen, and all members were present with the exception of Edward G. McClallen, jr., and Esme A. C. Smith. Mayor Henry B. Carpenter attended the meeting.

Acts to Get Airport Land

**City Attorney Takes First
Steps in Condemnation Proceedings.**

First steps toward drawing up a petition for the condemnation of 51 acres of land needed by the city for the construction of MacArthur field in Clarendon are expected to be taken by City Attorney Milford K. Smith today.

Arthur C. Grover, a civil engineer, has been making surveys during the past two days to find out exactly what acreage the city needs and his report may be given to Attorney Smith this morning.

Action to condemn the land was taken by the board of aldermen after persons owning three parcels of land sought by the city had refused to accept an offer of \$100 an acre for their property.

An airport condemnation law was passed by the 1941 Legislature and the city of Burlington recently used the law to obtain land for their airport.

The petition to be drawn up by the city attorney will be presented to the board of aldermen at its next meeting for approval. If approved it will be sent to William R. McFeeters in Montpelier, chairman of the Vermont Public Service commission.

The next step is a public hearing on the petition, which may be held within 12 days after the document is filed.

About 51 acres are needed by the city to accommodate runways for the airport under revised plans drawn up by Army engineers. Relocation of the runways was made to adapt them to contours of the surrounding valleys and make it easier for planes to come in for a landing.

Amherst and Rachael Weeks own approximately 30 acres of land sought by the city. Gratz and Charles Powers own about 12 acres and the remaining nine acres are in the possession of Roy and Laura Bixby.

More US Aid For Airport

Federal Fund of \$572,845 Is Available; "Army Needs It," Mayor Is Told.

A new high figure of \$572,845 of federal funds to be expended on MacArthur airport here was indicated in a letter received yesterday by Mayor Henry B. Carpenter from Hervey F. Law, supervisor of airports of the Civil Aeronautics administration of the Department of Commerce.

This amount of federal funds is approximately \$13,000 more than the government had indicated at any previous time would be expended on the airport here.

In his letter Law also included a warning concerning the necessity of obtaining additional land for the field south of the city, which is to be taken by condemnation. Of the importance of the port, he says briefly, "the Army needs it."

Originally the city was to get \$422,000 for construction of the port, but bids made on March 30, were so much higher than this figure that Mayor Carpenter learned that the government would grant an additional \$137,000. Now Law indicates by his letter that he has requested the board for \$150,845 additional which will bring the total figure for construction to \$572,845.

Asked yesterday about the status of awarding of the contract to one of the low bidders, Mayor Carpenter said that contract awarding would await the O. K. of the Approval Board on the request for additional funds. On this point Law says: "There is no doubt but what these funds will be forthcoming in relation to this project."

In his letter to Mayor Carpenter, Supervisor Law stated:

"In relation to the letter received from you on April 11, 1942, I was pleased to hear that you are starting condemnation proceedings to obtain the additional land in the town of Clarendon needed for the development of the Rutland airport.

"A request for \$150,845 has already been made to the Approval Board for additional funds for the construction of this airport. It takes a little time for the Approval Board to pass on these requests for additional funds but I have been assured in Washington that there is no doubt but what these funds will be forthcoming in relation to this project.

"As soon as official notification has been received in relation to your additional funds I will notify you at once, but your city should have no question in relation to proceeding with the purchase of the additional land as same will definitely be needed for the construction of the airport as laid out in the Army Engineers' plans. The Army needs it."

Rutland Daily Herald
April 22, 1942

Hearing Set For May 7

Session on Condemnation Proceedings to Be Conducted by McFeeters.

Thursday, May 7 has been set as the date for a public hearing on the condemnation proceedings now being invoked against Clarendon property owners to obtain 50 acres needed for the construction of MacArthur field, William McFeeters, chairman of the State Public Service commission announced yesterday. In a telephone call to City Attorney Milford K. Smith, McFeeters said that he would hold the hearing in the council chambers of the city hall.

During the past week-end the aldermen completed the signing of all documents relevant to the condemnation proceedings and they were forwarded to Montpelier.

The city is invoking an airport condemnation act passed by the last Legislature in an effort to obtain three parcels of land needed to extend runways of the proposed airport. The property owners had rejected an offer of \$100 an acre for their land, which Army engineers have indicated must be acquired for the airport.

Rutland Daily Herald
April 27, 1942

Aldermen Allot \$500

Appropriate Sum to Finance Condemnation Proceedings on Land for Airport.

Provision for financing condemnation proceedings before the Vermont Public Service commission to secure more land on which to build MacArthur field in North Clarendon was made by the board of aldermen at a special meeting at 4:30 o'clock Saturday afternoon at the council chambers at city hall. President Joseph A. Abel presided.

The board also authorized City Attorney Milford K. Smith to hire Attorney Lawrence C. Jones, former attorney general, to assist during the hearing on May 7 before W. R. McFeeters, chairman of the public service commission, and the two other members, E. B. Cornwall of Middlebury and William H. Darrow of Putney.

The amount voted by the city fathers to carry on the city's case at the hearing was \$500, to be expended for legal assistance and professional witnesses. Supervision of expenditures from the fund was left with the airport committee, the mayor and the city attorney.

City Attorney Smith pointed out to the board that it will be necessary to hire surveyors and appraisers of the land during preparation of the case and that these professionals will appear as witnesses.

It was learned at the meeting that two or three officers from the Army engineers' office in New York will be present at the hearing to testify on the necessity for changing the plans of the layout of the runways which necessitated the city obtaining 51 additional acres of land. Several other matters pending will be taken up with the engineers while they are here, it was indicated.

The appropriation motion was made by Alderman J. Frederick Carbine and seconded by Alderman Wayne N. Temple.

Among the array of legal talent expected to represent land owners in Clarendon who are seeking more than the \$100 per acre offered by the city are Attorneys Asa S. Bloomer, James S. Abatiell and Hanford G. Davis.

The three parcels of land on which the city will ask the commission to make a financial adjustment are 30 acres owned by Amherst and Rachael Weeks; 12 acres owned by Gratz and Charles Powers, and nine acres which are the property of Roy and Laura Bixby.

Rutland Daily Herald
May 7, 1942

PSC to Open Hearings Here Today on Airport Condemnation Petitions

**City's Attempt to Invoke Law Passed at Last Session of
Legislature to Provide First Real Test; Chairman
McFeeters to Preside; About 50 Acres of Land Need-
ed to Construct New Municipal Field.**

The first test of the condemnation law passed at the last session of the Legislature to provide means for acquiring lands necessary for the construction of airports will be given its first real test here today when the Vermont Public Service commission opens hearings in the city council chambers on the city's petition to condemn approximately 50 acres of farm land in North Clarendon.

Presiding at the sessions which are scheduled to get underway at 10:30 o'clock, will be Chairman William R. McFeeters of St. Albans. Other members of the commission are William H. Darrow of Putney and E. B. Cornwall of Middlebury.

The city recently invoked the airport condemnation act after attempts to purchase lands necessary for the construction of MacArthur Field had proved fruitless. At that time the city offered the sum of \$100 per acre for the estimated 50 acres needed.

Ownership of the largest piece of land is held by Amherst Weeks of North Clarendon, who will be represented by Attorney Asa S. Bloomer. Incidentally, Bloomer represented the town of West Rutland at the last legislative session.

Other tracts desired by the city are owned by Mr. and Mrs. Roy Bixby and Charles and Gratz Powers. Attorney James S. Abatiell will represent the Bixbys, Attorney Hanford Davis will serve as counsel for Charles Powers and Attorney Clayton Kinney will represent Gratz Powers.

The city's case will be presented by City Attorney Milford K. Smith and Attorney Lawrence C. Jones, former attorney general.

Among those expected to testify are Capt. C. Fletcher Ingalls, regional director of the Civil Aeronautics authority in Boston, and Dr. Gray S. Clark, member of the Vermont Planning board and an amateur pilot.

Under the act as passed by the Legislature, the city must show necessity for the lands and it is expected that this will form the basis for the opposition.

Originally, the city purchased the huge Butler farm and later acquired adjoining properties owned by the Powers and Grover families.

Not until plans had been drawn and approved by Army engineers and the project advertised for bids did it become publicly known that additional lands would be needed to complete the airport. The federal government has already appropriated more than \$550,000 to cover construction costs but no work can be started until the necessary lands are available.

The Army has, on several occasions, expressed a desire for early completion of the port which officers have said will be of great strategic importance.

Rutland Daily Herald
May 8, 1942

PSC Airport Condemnation Hearing Opens at City Hall

City Attempting to Secure Additional Lands for Construction of MacArthur Field in North Clarendon; Counsel for Property Owners Object to Most of Documentary Evidence.

The city's efforts to obtain land for MacArthur Field in Clarendon by condemnation was launched inauspiciously yesterday when counsel for the property owners objected to nearly every item of documentary evidence presented to members of the Vermont Public Service commission at a public hearing in the city hall. The hearing which began at 10:30 in the morning and lasted until 5:30 o'clock in the afternoon was recessed until 9 o'clock this morning.

Chairman William R. McFeeters of St. Albans presided at the hearing, flanked by William H. Darrow of Putney and E. B. Cornwall of Middlebury, the other members of the commission.

Attorney Asa S. Bloomer led the four-lawyer defense of the Clarendon property owners. Bloomer represented Amherst and Rachael Weeks. Mr. and Mrs. Roy Bixby were represented by attorney James S. Abatiell. Charles Powers was represented by Attorney Hanford Davis and Gratz Powers was represented by Attorney Clayton Kinney.

The city's interests were in the hands of Attorney Lawrence C. Jones and City Attorney Milford K. Smith.

During the morning session, after introduction of several documents by Attorney Jones, the six lawyers, three members of the commission, property owners and interested parties adjourned to Clarendon where an inspection of the proposed airport site was made.

The city seeks to purchase approximately 50 acres of land for the extension of runways of the field under revised plans drawn up by the Army engineers.

The afternoon session started at 2 o'clock with the introduction of numerous documents and the presentation of testimony by City Clerk Henry P. Battles. The documents, to which Battles testified, included check lists for the March election last year and for the special election last September, which was called to vote on the purchase of property in Clarendon for an airport. Other documents included a petition containing approximately 460 names, which was presented to Mayor Henry B. Carpenter and asked that the special election be called.

Resolutions passed by the city council pertaining to purchases of land in Clarendon and on offers made to the property owners were next offered as exhibits by Jones.

McFeeters then asked whether it would be possible for the four attorneys for the property holders to act together upon the various documents as a time-saving measure. The group then withdrew for an hour-long conference. Upon returning Bloomer, declaring he spoke for the three other attorneys, took exception to substantially every document offered in evidence with the exception, among others, of an excerpt from the public laws.

Basis of the exception to the evidence, as outlined by Bloomer, included charges that it was irrelevant, immaterial and incompetent. Several documents of the city council, which pertained to land originally sought by the city, were objected to on the ground that they did not refer to the matter at issue.

On this point Jones rejoined that the documents were simply offered as evidence that the city had Clarendon as an airport site under consideration at that time.

Bloomer charged that resolutions of the aldermen pertaining to the offers made to the property holders were not relevant as there was no evidence that the owners had refused to sell their land for a fair and reasonable price.

The trend of much of the defense, as indicated by the objections yesterday, was towards claiming that the various checklists, petitions and resolutions were irrelevant since they did not refer to the property in question. This land was not originally sought by the city but was only found needed after Army engineers revised the proposed layout of two runways.

Bloomer likewise brought out that no name by name check of the authenticity of the signatures on the petition presented to the mayor, calling for a special election on the airport question, had been made. There loomed the possibility that the city might have to round up 200 citizens, including at least one of the attorneys for the property holders, to testify that they had signed the petition. Under city statute five per cent of the largest number of people that voted at the last previous election must sign their names to any petition for a special election.

The various exceptions made by Bloomer were noted by McFeeters and read into the record as the testimony was admitted.

Mayor Carpenter and Capt. E. Fletcher Ingals of Boston, regional airport engineer for the Civil Aeronautics administration, are expected to testify today for the city. McFeeters indicated that if the hearing is not concluded this afternoon it will be recessed until Monday morning.

Bloomer Leads 4-Lawyer Attack on City's Evidence At Condemnation Hearing

Hopes for Early Action on Proposed \$550,000 Airport Recede as Little Progress Is Made During Second Day of Proceedings Before Public Service Commission.

Rutland's hopes for early action on its \$550,000 airport receded further into the future yesterday as Attorney Asa S. Bloomer led a four-lawyer attack on nearly all evidence presented by the city on the second day of the condemnation hearing before the Vermont Public Service commission.

After an all-day session in the council chambers of the city hall the hearing was recessed until 10 o'clock next Tuesday morning.

William R. McFeeters of St. Albans, chairman of the commission, presided at the hearing. The two other members are William H. Darrow of Putney and E. B. Cornwall of Middlebury. All the members were present during the morning but Cornwall was absent during the afternoon session.

Lawyers for the Clarendon property owners objected yesterday to the injection of national defense and the war emergency into testimony at the hearing. Attorney Lawrence C. Jones and City Attorney Milford K. Smith on behalf of the city, had claimed that the proposed airport would be an aid to national defense and hence aid people of Rutland.

Bloomer, with the backing of the three other attorneys for the opposition, thereupon claimed that the state law under which the city sought to condemn the land was designed to protect the "common good" of the people of the state and made no reference to national defense problems or the war.

Attorney Jones rejoined that the interest of the people of Vermont, as in the case of people in every state, was in national defense and that this issue had been brought up as one of the several grounds upon which the city sought to prove the necessity for the airport.

Hopes for a settlement of the dispute without resorting to condemnation flared briefly yesterday morning when a recess was called to enable the four owners of the estimated 50 acres in question to confer on possible sale terms with the city. However, the owners were reported as unable even to agree among themselves on a price per acre for their land. The lowest figure believed mentioned at the meeting was \$250 an acre which is two and one-half times the amount offered by the city, rejection of which led to the condemnation action.

Capt. E. Fletcher Ingals of Boston, airport engineer for the Civil Aeronautics administration, was on the witness stand most of the day.

Under cross examination by Bloomer, Capt. Ingals asserted that he had not personally drawn up various revised maps of the proposed airport which the city offered in evidence. Capt. Ingals said that while they had been submitted to him in their final form, the actual work had been done by the New York office of the Army Engineer-

Bloomer then asserted that the witness was incapable of testifying on matters pertaining to the various maps. Bloomer also questioned Ingals at length upon whether he had drawn up a Geodetic Survey topographical map, upon which plans for airport runways had been sketched. Capt. Ingals said no. Attorney Jones then asked Bloomer whether he wished him to communicate with the Washington office of the Geodetic survey and have a certified copy of their map forwarded to this city. Attorney Bloomer and the three other lawyers for the opposition then agreed that this would not be necessary.

The issue of the maps was left unsettled and Attorney Jones said that it might be necessary to continue the hearing in New York city, since several persons actually concerned in drawing up the runway plans were busy with war work. "As I say, there is a war on," Jones added.

Repeated efforts by Attorney Jones to introduce testimony from Capt. Ingals as to the necessity for relocating the airport runways, which is the reason why the city needs the 50 additional acres of land, were opposed by the four attorneys of the property owners.

Attorneys Bloomer, Clayton Kinney, Hanford Davis and James S. Abatiell, the attorneys for the defendants, all objected to testimony of this nature from Capt. Ingals on the ground that he was not qualified to tell what the public in Vermont needs. Objections were raised on the ground that the witness was from Massachusetts.

Attorney Jones sought to have Capt. Ingals discuss the need for relocating the airport on the basis of his past experience in airport construction.

Under questioning by Jones and after objections from the four attorneys had been noted by Chairman McFeeters, Capt. Ingals said that for landings in clear weather airport practice of the CAA required that approaches to the runways be 2500 feet wide at a point two

For a "blind" landing an approach 4000 feet wide at a point two miles from the runways with clearing of 1500 feet at the runway end was needed, Capt. Ingals declared.

Jones sought to show that the various CAA requirements which led to the relocation of the runways were based upon the need for safety in operation of the airport for civilian use and Army use which could be considered under the heading of service for the good of the people of Vermont. The four lawyers objected to this line of reasoning and after more discussion McFeeters adjourned the session.

The discussion leading up to the controversy between Bloomer and Jones on the issue of national defense was as follows:

Jones (to Capt. Ingals): "You refer to money allocated, has the federal government made an allocation of money for use or towards the construction of the airport?"

Bloomer: "We object, how is this material?"

Jones: "To show how the federal government allocated a sum as part of the national defense program."

Bloomer: "We object, the statute

does not allow condemnation by the state of Vermont as a defense effort... that is an entirely different law than we are proceeding under here and for the federal government or anyone else to allocate a sum of money for some defense work does not get it under the statutes passed by our Legislature."

Jones: "That's very true but we say it is an element which has some evidentiary value as to the necessity for taking the land."

Bloomer: "We raise the same objections, though there may be some claimed necessity under some different sort of statute, under some different sort of power than we have here and if the federal government under the broad powers is stepping in here to do certain acts that would raise an entirely different set of conditions and legal relations than what we have before us here which is a condemnation for a public use, not a condemnation for a war-time use or for or on behalf of the federal government."

"The federal government has its own powers and its own responsibility and its own duties and the state of Vermont by its legislative act has created a certain definite line of power in this commission and in a city council and the fact some other agency in no way governed by our statutes desires something does not make it a proper subject matter for condemnation here and its admission here is not only irrelevant, incompetent and immaterial but highly prejudicial."

"We are not trying this case on the basis of what the federal government wants at all—at least as far as my clients are concerned—we are attempting to try it on powers granted by the Legislature and these powers only and what some outside agency wishes to construct or whether they want it lavishly or very penuriously—want to furnish money for something in which they are interested and then try to push it forward under the guise of a state statute or to weave in an alleged emergency proposition, we repeat has no place in this case at all."

City Warned Airport Fund May Be Lost

CAA Official Says Appropriation May Vanish if Land Isn't Provided.

PSC Hearing Drags On

A warning that the city may lose the half-million-dollar appropriation for the construction of MacArthur Field unless necessary land is obtained promptly was made last night by Hervey Law, superintendent of airport construction for the Civil Aeronautics administration, at the conclusion of the third day in the airport condemnation hearing before the Vermont Public Service commission. The hearing will resume at 9 o'clock this morning in the council chambers of the city hall.

In a telephone call to Mayor Henry B. Carpenter from his headquarters at LaGuardia Field, New York city, Law, when told of the little progress made on the third day of the hearing exclaimed: "What's the matter, don't you fellows up there know there's a war on?"

As on the two previous days of the hearing, most of the evidence presented by the city to show the need for the airport was objected to by Attorney Asa S. Bloomer and the three other lawyers opposing the city on the ground that it was "irrelevant, immaterial and incompetent."

At one point Attorney Bloomer questioned the existence of any laws or authority giving jurisdiction to the CAA and asked that the city present evidence that such power existed. At this point William R. McFeeters, chairman of the commission, ruled that a federal law is a proper subject for judicial notice. This relieved the city of the need to obtain copies of the laws creating the CAA and of its various regulations for airport construction and operation and of perhaps having to prove that the CAA existed.

At the conclusion of yesterday's hearing Chairman McFeeters said that unless more headway was made soon he would conduct night sessions. This statement and the further intimation that the hearing appeared to be heading towards continued sessions next week brought prompt expressions from the four lawyers representing the Clarendon property owners to the effect that they were seeking to co-operate in finishing the hearing as soon as possible.

Attorney Lawrence C. Jones and City Attorney Milford K. Smith, counsel for the city presented as witnesses during the day E. Fletcher Ingals of Boston, airport engineer for the CAA, Arthur C. Grover, surveyor and W. K. Nichols, former commissioner of public works.

Capt. Ingals, who was on the stand all afternoon, testified on the advantage that an airport in this vicinity would have for this section and of the need for the 50 additional acres of land which the city is seeking to obtain. Attorney Bloomer in his cross examination sought to show that the witness was not qualified to say what advantage an airport might have for this section, partly because he had visited Vermont only intermittently for the past five years.

Attorney Jones in presenting testimony from Capt. Ingals said that his witness was only testifying on the basis of his general experience in airport affairs. Capt. Ingals also testified that no regular airline could use Wilson field south of the city or Fair Haven airport, since they were too small. Attorney James S. Abatiell, another of the lawyers for the Clarendon property owners, asked if the airport, if built under the original plans which did not require the extra acres, would not be satisfactory since so-called instrument landings in bad weather would be made only occasionally. To this Capt. Ingals promptly replied, "it only takes once to kill 22 passengers!"

Capt. Ingals also testified that the Rutland area was considered a defense area and that the Army was interested in locating an airport in this section. Only by building the airport under the revised plans for the runways would it be able to obtain CAA approval and be adequate for most Army planes and all airline traffic, the witness declared.

It is expected that if testimony from Capt. Ingals is concluded today the city will present Leroy B. Noble, business manager of The Herald and Miss Lula M. Tye, office secretary of the Chamber of Commerce to testify on the size of the trading area in this section that would be aided by an airport and upon the possible passenger traffic that would use the field.

CAA Renews Warning To City, Says Land Must Be Available By May 29

Latest Word on Airport Progress Received During 4th Day of Condemnation Hearing Before Public Service Commission; First Testimony Taken on Land Appraisals.

As the airport condemnation hearing wound up its fourth day yesterday with no sign that the end was in sight, word was received from the Boston office of the Civil Aeronautics administration that unless the city obtains the disputed land before May 29 the construction contract already approved by the CAA may be thrown out.

Capt. E. Fletcher Ingals, airport engineer for the CAA who is in Rutland testifying for the city, was notified that one of the two companies which split low bids for construction of the half-million-dollar contract would withdraw its bid unless the contract could be awarded before May 29. This was the date on which low bidders are scheduled to sign their contracts. However, the entire project has been held up by the inability of the city to obtain title to approximately 50 acres of land in Clarendon.

If the company withdraws its bid Ingals said the CAA would have to advertise for new bids. With costs pyramiding daily due to the war emergency, the money already allocated by the CAA might be insufficient to construct the airport under new bids it was pointed out.

The city yesterday continued its presentation of evidence of need for the airport before the Public Service commission headed by William R. McFeeters of Montpelier, E. B. Cornwall of Middlebury and W. H. Darrow of Putney are the other members of the commission.

Yesterday's session began at 9 o'clock in the morning in the council chambers of the city hall and concluded at 5 o'clock in the afternoon. The hearing will start its fifth day at 9 o'clock this morning.

Yesterday afternoon Attorney Lawrence C. Jones and City Attorney Milford K. Smith, representing the city, presented local businessmen who testified upon the extent of the Rutland trading area. The testimony of Capt. Ingals, who has been on the witness stand almost continuously since the start of the hearing, was also concluded in the afternoon.

Captain Ingals' final testimony related to the extent of the approach zone needed at the north end of the proposed northeast-southwest runway of the airport. The city is contending that this runway, relocation of which made necessary the purchase of the 50 extra acres, is essential to the construction of an airport that will conform with CAA requirements and fit the needs of this area.

Attorneys Asa S. Bloomer, James S. Abatiell, Clayton H. Kinney and Hanford G. Davis, counsel for the four Clarendon property owners, cross examined the witnesses on various points.

The value of the land in question was introduced by one of the witnesses for the city and was seen by some as an indication that the city might wind up its side of the case shortly.

The value of the Amherst Weeks farm would be affected 50 per cent or from \$10,000 to \$5000, if the city bought 31 acres from the Clarendon resident, Guy H. Boyce of Proctor testified. Boyce, appraiser for the Proctor Trust company and superintendent of real estate for the Vermont Marble company, also gave his opinion on the value of the other farms from which the city seeks to purchase land.

The Roy Bixby farm is now worth about \$2500 Boyce estimated and with the approximately nine acres which the city wishes to buy subtracted it would be worth about \$1950 Boyce said.

Boyce valued the land of Charles and Gratz Powers as worth about \$600 for the approximately 12 acres needed by the city.

Attorney Bloomer and other lawyers for the Clarendon residents in cross examining Boyce sought to show that his valuation of the land was below what actual land sales in that area indicated it was worth. Boyce said that he distinguished between what the land was worth as farm land and what it would bring if subdivided into building lots. The witness said that in at least one case the farm would be worth more with less land if the airport actually were constructed than it is now.

Attorney Bloomer on behalf of his client Weeks questioned Boyce and sought to bring out that the dairy farm would be unbalanced if 31 acres of the best land were taken away. The witness replied

that if more acres were brought under cultivation with the aid of fertilizer the balance could be restored.

Attorney Smith presented Leroy B. Noble, business manager of The Herald, who testified on the circulation and trading area of the newspaper and Isaac Miller, head of the Charles Sterns & company department store. Noble listed 73 towns and cities in five southern and central Vermont counties and in Washington county, N. Y., where The Herald circulated and which could be considered the Rutland trading area. Miller's testimony paralleled this and the department store manager bounded the Rutland trading area roughly by Middlebury, White River Junction, Bellows Falls, Bennington, and Whitehall, N. Y.

Dr. Gray S. Clark, local flyer, was next questioned by Attorney Smith and testified that airport facilities in this area were inadequate and that the government's Civilian Pilot training program in this section had been discontinued because of the lack of a suitable landing field. Attorneys Bloomer and Abatiell cross-examined the witness at length when he testified that he saved time by flying to Montpelier on business trips from the Fair Haven airport.

City Clerk Henry P. Battles, who had testified earlier in the hearing, was also called back in the afternoon for testimony on matters pertaining to the special election last September when citizens voted funds to purchase an airport site. As on previous days, Attorney Bloomer objected to much of the evidence on the ground that no foundation had been established for its admissibility.

Airport Runs Into Snag In City Board

**Aldermen Refuse to Accept,
in Full, Agreement for
Acquiring Lands.**

Unprecedented Action

**Council Overrides Recom-
mendations of Attorneys
and Mayor Carpenter.**

Rutland's board of aldermen went into executive session last night and took action which threatened to delay and possibly doom the projected construction of a half-million-dollar airport in Clarendon which has been approved by the Civil Aeronautics administration and which has been classed as "vital to national defense" by Army authorities.

This unprecedented action resulted from the board's refusal to accept, in full, agreements reached yesterday by counsel for the city and attorneys for landowners who have been engaged in hearings and negotiations before the Public Service commission for more than a week.

The crux of the issue was Article 7 of the agreements which provided the city would post "\$28,000 in cash in escrow" to guarantee payment of land damages adjudged by a board of arbitration. This fund was represented to be approximately double the value of the entire farms of the persons involved in the condemnation action and some aldermen argued it might influence an arbitration board.

Posting of the fund was demanded by landowners in return for their immediate delivery to the city of warranty deeds to properties in question—lands which must be obtained by the city on or before May 24 if the CAA is to let the contract and initiate construction of the field.

Instead, the board substituted a proposal whereby the city would pledge itself to pay the damages adjudged by the arbitration board.

Reached at his home late last night, Attorney Asa S. Bloomer said he was not satisfied with this proposal and that he would advise his clients, Amherst and Rachel Weeks, owners of the largest parcel of property, not to accept. Bloomer pointed out that the city was asking for warranty deeds while merely tendering "promises." Attorneys for the remaining parties interested in the matter could not be reached but Bloomer indicated he expected they would "stick with him."

Otherwise, the agreements were acceptable to the council. In brief, they provided for the immediate delivery to the city of warranty deeds after posting of the bond. This would permit immediate start of construction work on MacArthur Field.

A board of arbitration, made up of three disinterested persons, would be set up to adjust damages for each piece of property with the landowner naming one member, the city one member and these two selecting the third. This procedure was relatively simple and was suggested because similar action was taken some time ago in a land condemnation matter in Wallingford.

The arbitrators would be empowered to take testimony regarding land values and a majority decision would constitute the award.

The agreements were sent to the board for approval on recommendation of City Attorney Milford K. Smith, Lawrence C. Jones, counsel for the city, and Mayor Henry B. Carpenter, all of whom called attention to the fact further delays might result in loss of the airport.

Some city officials indicated late last night that another session of the board might be called tonight to reconsider the matter. If not, the condemnation hearing will be continued Tuesday morning before the PSC.

Rutland Daily Herald
May 16, 1942

Aldermen Pave the Way For Construction Soon of New City Airport in Clarendon

**Board Gives Approval to Agreements Necessary for Ac-
quisition of Lands, Required for MacArthur Field;
Action Substantially Reverses Board's Vote of Pre-
vious Night.**

Colonial Marble Co. Plan OK'd

The board of aldermen took less than 15 minutes last night to give its approval to the agreements necessary for acquisition of lands in Clarendon required for MacArthur Field, thus paving the way for the start of construction, probably within 14 days. Last night's action was taken during the second special session in as many days and substantially reversed the board's vote of the previous night.

At the same time the board approved an agreement with Leo L. Maytnier of Cleveland, O., designed to bring eventual reopening of the long-closed Colonial Marble company plant here.

Under the terms of the resolution and agreements adopted at last night's session, the aldermen gave their full approval to the establishment of a board of arbitration to determine land damages in the cases of Amherst and Rachel Weeks, Charles and Gratz Powers and Roy and Laura Bixby. The sum of \$26,000 was appropriated to be placed in escrow, guaranteeing payment of assessed damages and insuring the delivery to the city today of warranty deeds to the three

Originally, the agreements called for the posting of a total of \$28,000 but this figure was reduced somewhat after agreement had been reached between counsel for the city and one of the interested parties.

The agreement was indorsed by City Attorney Milford K. Smith, Lawrence C. Jones, associate counsel for the city in the condemnation proceedings which have been in progress before the Public Service commission for more than a week, and Mayor Henry B. Carpenter. The board's action last night automatically terminates the proceedings before the commission.

Attorneys Smith and Jones both outlined the advantages of the agreements and urged acceptance by the board.

The only opposition was voiced by Aldermen John A. M. Hinsman and William T. Simonds, the latter failing to vote either for acceptance of the agreements or for appropriation of the funds necessary to post the bond.

Hinsman branded the procedure highly irregular and said he saw no reason why the PSC should be disregarded in favor of a board of arbitration. However, he said, "in view of the fact that these lands must necessarily be obtained within the shortest time possible, I am in favor of acceptance."

The vote on the question was 10 to 1, the same as for appropriation of the escrow funds.

The board also voted to hire Guy Boyce of Proctor to serve as its arbitrator. Boyce offered his services to the city without charge and the board went on record extending its thanks.

Get Airport Deeds Today

Probable Acceptance by Aldermen to Pave Way for Project to Start.

Acceptance of deeds to approximately 51 acres of land in Clarendon needed for MacArthur field is expected to take place tonight at the regular meeting of the board of aldermen, thus paving the way for early construction of the half-million dollar airport.

The aldermen last Friday at the third special meeting of the week voted to post a bond of \$26,000 to guarantee payment of damages to the four landowners. Amount of damages under the agreement would be set by a board of arbitration consisting of members representing the city and representatives of the Clarendon residents.

Condemnation hearings before the Public Service commission, which had lasted a week, were suspended by the agreement. The deeds if delivered to the city tonight and approved by the aldermen will enable the city to notify the Civil Aeronautics administration tomorrow that it can start construction work on the airport.

The CAA has already notified the city that, unless the contractors could start work before the end of the month they would ask for new bids, since construction costs are rising daily because of the war.

City Attorney Milford K. Smith and Attorney Lawrence C. Jones, who presented the case for the city at the PSC hearings, were instrumental in reaching an agreement with attorneys for the Clarendon property holders.

Guy Boyce of Proctor, an appraiser, was hired to represent the city at the forthcoming arbitration meetings to fix damage claims. It is expected that the hearings may be held separately with each landowner having his own representative.

Property owners are Amherst and Rachael Weeks, who have about 31 acres sought by the city; Charles and Gratz Powers, who own about 12 acres and Roy and Laura Bixby, who hold about eight acres. The additional land is needed to accommodate a north-south runway under revised plans drawn up by the CAA.

Deeds OK'd, Opening Way For Airport

Aldermen Accept Papers
From Landowners, Ap-
prove CAA Pact.

Vote for Rail Salvage

The last delay to immediate construction of Rutland's half-million-dollar airport was cleared away last night when the board of aldermen accepted warranty deeds from four Clarendon property owners and approved an agreement to be sent to the Civil Aeronautics administration notifying the federal agency that the city now owns all lands necessary for the airport.

Vote on the warranty deeds and the agreement between the city and the federal government was unanimous and the entire airport question was settled within five minutes. Both motions were made by Alderman Thomas W. Eddy.

The city also voted to accept a plan for salvaging approximately 90 tons of high grade steel rails now imbedded in city streets, which are needed for the war emergency.

Alderman J. A. M. Hinsman, chairman of the city salvage committee, last week at a special meeting moved that City Engineer R. H. Royce ask Harold Radigan, state WPA administrator, how much aid the WPA could give the city towards salvaging the rails.

Under a plan explained by Royce, Radigan and R. E. Cruickshank, director of operations for the WPA, the city would pay no costs for removing the rails but would turn over to the WPA all money received from sale of the rails as salvage.

Ordinarily when a municipality sponsors a project, Cruickshank explained, the sponsor must provide 25 per cent of the cost. However, under a salvage program now being carried out by the WPA the money received by the city for the rails and turned over to the WPA could be considered the sponsor's share.

The warranty deeds gave title to approximately 51 acres of land sought by the city for the airport. The city has posted \$26,000 with Robert D. Smith, president of the Rutland County National bank, guaranteeing to pay damages to the four landowners. The amount of the damages will be fixed by representatives of both parties at hearings to be held in the near future. This procedure was adopted to allow the city to gain immediate title to the property so construction of the airport would not be further delayed. This action automatically terminated condemnation hearings before the Vermont Public Service commission which had lasted a week.

The landowners involved are Amherst and Rachel Weeks, who have about 31 acres needed by the city; Gratz and Charles Powers, who have six acres apiece, and Roy and Laura Bixby, who hold about eight acres.

The agreement approved by the aldermen will be sent immediately to Capt. E. Fletcher Ingals of Boston, airport engineer for the CAA. The CAA has already appropriated \$422,000 for construction of the airport. The CAA has also indicated that an additional sum in excess of \$100,000 will be furnished to build the field under revised plans of the Army engineering department.

Aside from the statement that the city now has clear title to all lands needed by the CAA for the development of the airport, the agreement may be summarized as follows:

That there is no litigation pending or threatening concerning the property in Clarendon.

The city accords the federal government a free hand in developing the airport as it sees fit and upon completion of the project the airport shall revert to the city.

The city agrees to be responsible for all claims made against the airport except those during construction or due to faulty materials or construction.

The city agrees to maintain in good and serviceable condition and repair the entire landing area and all improvements, facilities and equipment made by the government other than facilities and equipment owned by the government.

Insofar as possible the city agrees to prevent the use of the land inside or outside the airport in a way that would be hazardous to the operation of airplanes.

The city agrees that the airport shall be operated solely for airport purposes and shall be operated for the use and benefit of the public unless the field should be taken over for exclusive military purposes.

City Engineer Royce explained to the board that he estimated there was about 8000 feet of steel rails now on Strong's avenue and Merchants Row. The rails are set in cement street paving and it would cost about \$7500 to remove the rails. The salvage value of the steel was estimated by Royce at about \$1600.

Part of the discussion concerning salvaging the rails centered about the inability of the city to obtain any tar resurfacing material to fill the holes left when the rails were torn up. However, since all the rails are on concrete streets, it would be possible to obtain this material it was pointed out, if the rails were torn up as war salvage. The War Production board needs this type of high grade steel for the armament program it was emphasized.

Airport Contracts' Signing Looms; Landowners Each to Be Represented Separately

Robert Hopkins of Wallingford, Frank Loraine of Proctor, Harry Stevens of Clarendon and John Bourne of East Wallingford to represent Weeks, Bixbys, Charles and Gratz Powers, respectively.

4 Damage Hearings Needed

Signing of contracts for the construction of MacArthur airport in Clarendon is expected to take place within the next few days, Mayor Henry B. Carpenter said yesterday. The two firms that were low bidders on contracts to level the land and build the runways must sign their contracts before May 29.

At least one skilled workman, a bulldozer operator employed by Fitzgerald Brothers of Troy, N. Y., one of the low bidders, has arrived in this city after working at a southern airport during the winter. Meanwhile, the four Clarendon residents who recently deeded approximately 51 acres of land to the city have each chosen a different person to represent them at hearings to be held shortly to fix damages.

The residents agreed to deed their land to the city last week so that construction work on the airport might not be delayed. The city has put the sum of \$26,000 in escrow as a fund to pay damage claims fixed by a three-man arbitration board representing the city, the landowners and one person chosen by both parties.

The decision of the four landowners to each have their own representative means that four separate hearings must be held. Guy H. Boyce, Proctor appraiser, has already volunteered his services to the city and the board of aldermen voted to have him represent the city.

Under the terms of the agreements with the landowners, the two members must agree on a third party within 10 days, otherwise the choice will be left up to Superior Judge Walter H. Cleary.

The four men and the landowners they will represent are: Robert Hopkins of Wallingford representing Amherst and Rachael Weeks, who deeded about 31 acres to the city; Frank Loraine of Proctor, representing Roy and Laura Bixby, who deeded approximately nine acres to the city; Harry Stevens of Clarendon, representing Charles Powers, who deeded six acres to the city; John Bourne of East Wallingford, representing Gratz Powers, who also owned six acres deeded to the city.

The hearings will be held in the council chambers of the city hall as soon as the third representative has been agreed upon.

The Civil Aeronautics administration of the Department of Commerce has already allocated \$422,000 for the construction of the airport.

Subsequently after the lowest bid for building the airport proved to be approximately \$135,000 higher than this figure, CAA officials assured the city that \$150,000 more funds would be forthcoming to cover the cost.

The city ended several months of complications involved in acquiring land for the airport when the aldermen last Monday night accepted deeds to the final 51 acres needed. An agreement with the United States government in which the city stated it had clear title to all the land required for the airport was passed that night by the

aldermen, signed a few minutes later by Mayor Carpenter and sent down to the Boston office of the CAA that same night. The next move is up to the government, city officials point out.

Rutland Daily Herald
May 26, 1942

Wire To Mayor Says Contractor Notified To Start Airport Job

Construction work on MacArthur Field in Clarendon is expected to start immediately, Mayor Henry B. Carpenter said yesterday following receipt of a telegram from Capt. E. Fletcher Ingals of Boston, airport engineer for the Civil Aeronautics administration. The wire to the mayor stated that the contractor had been notified to proceed with construction work.

Although the contracts have not yet been signed for construction, Ingals stated that they would be signed "within next week." Mayor Carpenter interpreted this to mean that some last-minute changes were being made in the contracts but that the start of work on the field would not be delayed.

It is expected that Fitzgerald Brothers company of Troy, N. Y., low bidders on the grading and drainage of the airport site, will move equipment here within a few days.

Originally low bidders on the airport project were required to sign their contracts before May 29. Because construction costs are rising daily due to the war it is expected that the low bidders may seek to revise their offers.

CAA Ups Airport Fund To \$538,000 From \$422,000; Firms Asked to Start Job

Fitzgerald Bros., Inc., Troy, Splits Project With Bay State Concern, Low Bidder on Runway; CAA Requests Construction Start Even Though Contracts Probably Won't Be Signed Before May 29.

The Civil Aeronautics administration has increased the allocation of money for the construction of MacArthur airport from the \$422,000 originally appropriated to \$538,000 Mayor Henry B. Carpenter announced yesterday.

Capt. E. Fletcher Ingalls of Boston, airport engineer for the CAA, advised the mayor that the Approval board of the CAA passed the increased allocation.

The additional sum was made necessary by the fact that low bidders on the project offered figures more than \$100,000 above the original CAA allocation. Actually the lowest bid for the whole project was \$559,925 from Fitzgerald Brothers, Inc., of Troy, N. Y. However by splitting the project with a Massachusetts concern which bid lowest on the paving of the runways, the total figure was brought below this sum by CAA officials.

While signing of the contracts had been expected before May 29, Mayor Carpenter said that he thought certain changes in the plans for drainage would delay this. However the CAA has already requested the low bidders to start construction even before final agreements are drawn up.

Meanwhile damage hearings to fix costs of the 51 acres of land deeded to the city by four Clarendon property owners are expected to begin within a few days. The representatives of the property owners and Guy H. Boyce, Proctor appraiser who is representing the city, have agreed on third members of the separate damage commissions.

Gardner McGrath of Poultney will be the third member of the committee to fix damages in the case of the Amherst Weeks and Gratz Powers properties. E. T. Williams, Mendon town clerk, will be the third man in the hearing on the property of Charles Powers, Alfred I. Wimet of Pittsford will be the neutral party in the hearing on the Roy Bixby property.

Rutland Daily Herald
May 29, 1942

Work on Airport Will Start Before Thursday; Must Be Completed By November 21

Cost to Be \$514,845.50; Fitzgerald Bros., Inc., to Get \$317,631 for Grading and Drainage to Be Finished by Oct. 22; B. A. Simeone, Inc., to Get \$197,214.50 for Runway, Seeding, Lighting, Ready by Nov. 21.

Construction of MacArthur airport at a cost of \$514,845.50 will be started before next Thursday and the field must be completed by November 21, according to word received from the United States Engineering office of the War department.

Definite word on Rutland's future airport was forwarded to Mayor Henry B. Carpenter by Capt. E. Fletcher Ingalls of Boston, airport engineer for the Civil Aeronautics administration.

The CAA has already allocated \$538,000 for the construction of the field and it is believed that any surplus may be turned over to the city for incidental development of the airport.

Two firms split contracts for the construction. Fitzgerald Brothers, Inc., of Troy, N. Y., has been notified by the War department to start work before June 4 on its \$317,631.00 contract for grading and drainage of the airport site. This contract must be completed by October 22.

B. A. Simeone, Inc., Medford, Mass., contractors were low bidders on the project for paving of the runways, seeding and lighting of the airport. They bid \$197,214.50 and have been notified by the War department to start by June 4. They must be finished by November 21.

Delay during the past few days has been occasioned by revision of plans for drainage of the field according to letters sent to the mayor. The original plans might have caused drainage over land not owned by the city and minor changes had to be made.

Yesterday's announcement from the War department ended several months of delay caused partly by revision of plans and inability of the city to obtain all the needed land. Since the voters last September approved the airport project at a special election, the city has purchased various parcels of land from seven Clarendon property owners.

Recent changes in plans for the north-south runway of the proposed airport made necessary the purchase of approximately 51 acres of land to add to the property already bought by the city. When the landowners refused to sell for what the city thought was a reasonable figure, a condemnation law recently enacted by the state was invoked. Condemnation hearings before the Vermont Public Service commission however were interrupted by an agreement between the city and the four landowners.

Under this agreement the city was given title to the land two weeks ago after \$26,000 had been placed in escrow to pay damage claims for the land. Three-man boards of arbitration have been selected by all parties during the past week and damage hearings are expected to begin soon.

The original CAA allocation for construction of the airport was \$422,000. However when bids were opened this spring it was found that even the lowest bidder was more than \$100,000 above this figure. The CAA reduced the cost somewhat by splitting the bids and then approved an additional appropriation.

It had been feared that unless the city acquired clear title to all the needed land promptly the contractors would refuse to start work under their original bids since costs have been mounting daily due to the war emergency.

Workmen, Equipment Assembled Preparatory To Start of Airport Job

**Approximately 250 to Be Employed on \$538,000 Project
in North Clarendon; Three Shifts on Seven-Day
Week Basis Planned; Work Must Be Completed by
October 22.**

The south end of the 424-acre site where by next fall Rutland's new \$538,000 airport will be located started taking on the appearance of a circus lot yesterday as workmen and equipment rolled into the area to begin the six-month construction task.

Approximately 250 men will be employed in the preliminary work of grading the airport site, E. S. Fitzgerald and L. S. Martin, officials of Fitzgerald Brothers of Troy, N. Y., low bidders on this part of the construction contract, estimated yesterday. They will establish their headquarters in the former Butler farmhouse at the south end of the area during the construction period.

Work will proceed on a 24-hour basis six and probably seven days a week, the contractors declared. Virtually all the ordinary labor will be recruited locally. The basic rate of pay for unskilled labor as fixed by the government is 50 cents an hour. Floodlight equipment for night operation is being assembled at the airport site.

Meanwhile two United States engineers, Joseph Levine and Harry Lichtenstein of New York, have arrived in this city and were busy yesterday in surveys at the north end of the future airport where, it is believed, work will be started. The men will be stationed here throughout the construction period to see that the original plans of the government are followed.

Plans for a brief ceremony to mark the actual start of construction were being made by Mayor Henry B. Carpenter yesterday. Although no definite date was set, the contractors said that "ground breaking" would start as soon as sufficient equipment was on hand.

A huge scraping machine was the first piece of equipment to arrive yesterday. Three more of the large machines and at least four large power shovels are expected to arrive within the next few days.

Several of the skilled machine operators who have been engaged in airport construction in the south arrived yesterday. One worker set his trailer under a tree near the Butler farm while his children explored the area. Nearby a half-dozen chickens were lodged in a temporary coop.

It is expected that many of the workmen may camp or find lodging in the Clarendon area. One workman was heard to ask Wayne Sarcka of Cuttingsville, purchaser of most of the Butler farm buildings with the exception of the main house, whether he could make a home for himself in the sugar house. Sarcka, operator of Spring Lake ranch in Cuttingsville, is engaged in tearing down the large barn and other buildings and salvaging the material.

It is expected that if workers employed at the airport cannot find sufficient private transportation some means of using buses will be employed. However, the con-

tractors said that they would not enter into this themselves.

The United States Employment service on Cottage street is compiling a list of workmen available for the project. There were indications that a few husky high school youths might find summer employment at the airport.

"Right now the need is for woodchoppers," Fitzgerald asserted yesterday. There is an estimated 100 acres of timberland on the airport site. The contractors said they planned to secure some powered saws for fast cutting of the timber. These machines are portable bandsaws carried by two men and powered with a small engine. The men simply work their way through the woods felling trees automatically.

The city has already cut about 100,000 board feet of lumber and 800 cords of wood from the airport site. Richard H. Royce, commissioner of public works, estimated. The lumber was sold to various concerns while most of the cordwood was sold to the city charity department for use next winter.

Several woodcutters were on hand yesterday applying for jobs in Clarendon and some workmen, more used to machinery than an ax, will probably cut timber until grading work begins.

The firm of Fitzgerald brothers will be paid \$317,631.00 for grading and drainage of the airport site. B. A. Simeone, inc., of Medford, Mass., were low bidders with a figure of \$197,214.50 for paving of the runways and seeding and lighting of the airport.

R. C. Brown, a native of Orwell and superintendent of the Simeone company, has been here checking up on the gravel supplies in this area. The company will need large supplies of gravel accessible to the construction site.

The Simeone company will probably not be able to start on its part of the contract for another month, until some headway has been made with grading and drainage. Under the terms of their contract with the government they must be finished by November 21 while Fitzgerald brothers must fulfill their contract by October 22.

Airport Excavation Work Expected to Begin Monday

Meanwhile Gang of Workmen Begins Leveling of Woodlands; Land Damage Hearings Open Today.

A large power shovel and another huge scoop arrived at the airport site in Clarendon yesterday and other heavy equipment was waiting at the nearest railroad siding as final preparations were rushed for start of construction on MacArthur Field. Mayor Henry B. Carpenter said that actual excavation would probably not begin until the first of next week. Preliminary work of cutting the trees on the airport is already underway. E. S. Fitzgerald of Fitzgerald Brothers of Troy, N. Y., who will have charge of grading and drainage for the \$538,000 project left yesterday for New York to complete plans for the construction task.

Fitzgerald Brothers have leased the former Butler farmhouse building as a headquarters. Throughout yesterday men applied for jobs on the project which, it is estimated will require 250 men for grading and drainage alone.

Rutland residents who plan to work on the vast airport project and who lack transportation because of gas or tire rationing have already made inquiries of the Rutland Bus company on the possibility of special bus service. Cleo D. Morse, manager of the firm told The Herald last night that he will be able to start bus service to the Clarendon site if sufficient men are interested.

The work of tearing down buildings on the Butler farm with the exception of the main house has progressed steadily during the past few days. Because of the scarcity of new materials due to the war emergency there is a considerable demand for the salvaged lumber.

Surveyors from the United States Engineers office have been busy making last minute checks on the runways of the airport. The paved strips will be 150 feet wide with

175 foot shoulders on either side and 700 feet of clearance beyond that area.

Most of the heavy equipment for the construction of the airfield is being brought by railroad to the nearest railroad siding in Clarendon. Mechanics yesterday were tinkering with the engines getting them into shape for the excavation task.

Meanwhile the first of the damage hearings to fix claims for the 51 acres of property which four Clarendon residents deeded to the city last month will get underway this morning in the council chambers of the city hall. This land was needed to extend the north-south runway of the airport and its acquisition by the city paved the way for final approval of the Civil Aeronautics administration of the airport project.

The hearing this morning which is scheduled for 10 o'clock will deal with the properties of Charles and Gratz Powers, each of whom deeded six acres to the city.

Guy H. Boyce, Proctor appraiser, is representing the city on the three-man damage adjustment boards. Harry Stevens of Clarendon will represent Charles Powers and the neutral member of this committee will be E. T. Williams, Mendon town clerk.

John Bourne of East Wallingford will represent Gratz Powers and the third member will be Gardner McGrath of Poultney.

The hearing on the Roy and Laura Bixby property is expected to begin Tuesday. They deeded about nine acres to the city and Frank Loraine of Proctor will represent the Clarendon couple. The third member of this board will be Alfred I. Wimet of Pittsford.

The hearing on the cost of the 31 acres of land deeded to the city by Rachael and Amherst Weeks is expected to be held next Thursday. Robert Hopkins of Wallingford will represent the Weeks' and McGrath will also be the third member of this board.

All the landowners deeded their property to the city which put \$26,000 in escrow to guarantee payment of damages as fixed by the boards.

Rutland Daily Herald
June 8, 1942

Airport Work Due to Start

Mayor Carpenter and City Officials to Hold Brief Ceremony Tomorrow.

With 30 men already engaged in the preliminary work of cutting down the trees, actual start of excavation for MacArthur Field is scheduled to begin tomorrow with informal ceremonies at the airport site in Clarendon. Mayor Henry B. Carpenter, Joseph A. Abel, president of the board of aldermen and Thomas W. Eddy, chairman of the board's airport committee are expected to be among the city officials present at the start of construction.

The time for the ceremony, in which Mayor Carpenter will dig the traditional first shovelful of dirt, will be decided today when E. S. Fitzgerald of Troy, N. Y., the contractor, returns from a business trip.

Heavy equipment for the construction task has been arriving daily at the airport site. Equipment now on hand includes huge scrapers, power shovels, bulldozers, tractors, compressed air drills and compressing equipment and floodlights for night work.

Most of the skilled machine operators have arrived. Some are living in trailers, others boarding nearby and others are living in Rutland.

The bulk of the unskilled labor, probably about 200 men for the grading and drainage work, will be hired locally. Officials of the construction company report that they have had many inquiries for work and they expect to be able to find enough men in this area if the present trend continues.

Rutland Daily Herald
June 10, 1942

Start Work On Big New Flying Field

Mayor Carpenter Digs Shovelful of Soil in Brief Ceremony at No. Clarendon.

Will Cost \$538,000

Meanwhile Damage Hearing on Weeks Property Opens at City Hall.

A shovelful of soil dug by Mayor Henry B. Carpenter at 9 o'clock yesterday morning launched construction of MacArthur Field, Rutland's future \$538,000 airport in North Clarendon.

By nightfall yesterday one side of a limestone hill had been scraped of topsoil by a scoop that dug 30 tons of earth in one bite. Several thousand trees had been cut by woodsmen or pushed over by a 25-ton bulldozer. A start had been made on the six-month task of converting 424 acres of miscellaneous farmland and forest into a modern aviation field.

City officials present at the brief ground-breaking ceremony at the north end of the airport site included Joseph A. Abel, president of the board of aldermen; Thomas W. Eddy, chairman of the aldermanic airport committee; Milford K. Smith, city attorney; Richard H. Royce, commissioner of public works and City Clerk Henry P. Battles.

E. S. Fitzgerald, of Fitzgerald Brothers, inc., of Troy, N. Y., contractors who will level the vast airfield, was also present with Harry Lichtenstein of New York city, U. S. engineer who will supervise the project.

Others present included Lloyd E. Aldrich, a member of the Original Chamber of Commerce airport committee and Guy E. Thayer, local contractor who has been appointed chief inspector for the government.

Fitzgerald opened the brief ceremony by presenting Mayor Carpenter with a new shovel, a product of the nearby American Fork & Hoe company. The mayor then dug the shovel into the tough turf to the accompaniment of considerable advice from the group of onlookers. One bystander was heard to remark that he hoped the mayor wouldn't unearth a fishworm, because Milford Smith, an authority on fly fishing, was in the audience.

Fitzgerald then signaled to a master mechanic who started a 22-ton Diesel tractor which towed a huge rubber-tired carryall scoop. The driver gave an exhibition of the machine while the group watched from the top of a small hill. The vast scoop dug 30 tons of topsoil from the hill in one trip and dumped the earth in a line outside the boundary of the future north-south runway.

While the group watched, the tractor knocked over a stone wall separating two fields and the scoop in turn picked up all the stones and left a broad roadway in its wake.

After watching the tractor make several other trips down the hill scooping a load each time, the spectators departed and the serious work of construction began. The hill where the ceremony was held is on the north end of the airport site. This hill and a knoll nearby are estimated to contain 70,000 cubic yards of rock which must be blasted away to level the field. For the next few days workmen will be engaged in clearing away the topsoil preparatory to blasting.

In other parts of the field yesterday there was further evidence of the construction talk just getting underway. At the southeast corner of the field a large power shovel was cutting a temporary drainage ditch which will help to remove the

water from a marshy section of woodland.

Perhaps the most dramatic evidence of the powerful machinery to be employed in the construction was afforded by a 25-ton bulldozer which was engaged in clearing a forest by the simple method of pushing down the trees. The machine, equipped with a broad bumper like a snowplow, worked back and forth across a patch of woodland like a farmer plowing a field. However, instead of neat furrows it left in its wake vast piles of trees. The bulldozer, piloted by a skilled operator, was able to push over and uproot trees more than a foot in diameter without appreciable effort.

Every few minutes the driver would retrace his path and push the fallen trees into tangled piles. Once, when the operator halted his machine and its roar subsided into a powerful throbbing, a bystander asked him how powerful the bulldozer was. "I don't know," the driver replied, "but I have never seen it stuck!"

At the southwest corner of the future airfield where the Butler farm was located most of the buildings with the exception of the main house have been razed. Only the walls remain of the large dairy barn. A quixotic note is provided by the sight of several carpenters building a small machine shop with new lumber upon the foundation where last week a small farm building was located which was sold and removed for \$5.

The Butler farmhouse has been leased by Fitzgerald Bros. and workmen are engaged in building desks and benches inside. Under several of the large shade trees trailers have been parked and children stared wide-eyed at the activity surrounding them.

In other parts of the area workmen were chopping down trees or winding up wire fences. "They use cables now in the war to stop tanks, this wire would tangle up our machines, too," one construction official pointed out.

At the city hall yesterday a damage hearing on the property of Amherst Weeks of Clarendon was held all day and will be continued at 9 o'clock this morning. City Attorney Milford K. Smith presented four witnesses to testify on the value of the 31 acres of land deeded to the city by Weeks.

The value of the land as estimated by the witnesses ranged from \$4800 to \$6000. The witnesses were Ellis Crampton of Ira, John Candon of Pittsford and John W. Farrell and Maurice Walbridge of this city. Attorney Asa S. Bloomer who is representing Weeks cross-examined the witnesses repeatedly.

The three-man arbitration board comprises Guy H. Boyce of Proctor for the city, Robert Hopkins of Wallingford, representing Weeks and Gardner McGrath of Poultney as a neutral party.

Weeks Case Hearing Ends

Arbitration Board Today Will
Take Up Powers Case in
Airport Aftermath.

The damage hearing to gather evidence on the value of the 31 acres of land deeded to the city for airport purposes by Amherst Weeks Clarendon was concluded yesterday afternoon in the council chambers of the city hall. The next move up to the three-man arbitration board who are expected to fix the amount of damages after two more scheduled hearings have been held. At nine o'clock this morning the hearing on the 12 acres of land deeded to the city by Charles and Gratz Powers of Clarendon will resume after having been adjourned once last week.

The final hearing to be held is on the nine acres of land deeded by Roy Bixby of Clarendon. This is scheduled to begin at 10 o'clock in the council chambers.

The hearing yesterday, continued from the previous day, was devoted during most of the morning to evidence for the city. Milford K. Smith, city attorney, presented as witnesses Maurice Walbridge, Weeks and Mayor Henry B. Carpenter.

Asa S. Bloomer, attorney for Weeks, presented Roy Burroughs, Rutland county agricultural agent, Arthur F. Smith and James S. Abaell as witnesses.

Weeks testified at the hearing the loss of 31 acres of land would force him to reduce his dairy herd by one-half. There are about 60 head of cattle on the Weeks farm now, the owner testified.

Guy H. Boyce of Proctor, is representing the city on the damage hearings. Robert Hopkins of Wallingford in behalf of Weeks and Gardner McGrath of Poultney as a third party are the other members of the damage committee that met yesterday.

At the airport yesterday continued progress was made on the excavation work started Tuesday morning. E. S. Fitzgerald, the contractor, asserted that he hoped to receive additional equipment within the next few days. It will be up to the government to make some of its equipment available, the contractor indicated. Several more power shovels and large scoops are expected to be brought to the airport site.

Most of the excavation work yesterday was concentrated on a small hill at the north end of the airport. The topsoil is being removed preparatory to blasting rock underneath. A large quantity of dynamite has been stored in a special building for the purpose. The scoops dump the topsoil in designated areas beyond the edge of the future runway. This topsoil will later be read on the unpaved edges of the runways and seeded.

Board Ends Airport Land Damage Inquiry

Damage hearings on the last of four parcels of land purchased by the city for MacArthur Field were concluded late yesterday afternoon and Guy H. Boyce of Proctor, appraiser representing the city in all the hearings announced that the boards would meet Monday to decide the prices to be paid for the land. Four Clarendon property owners deeded approximately 51 acres of land to the city last month so construction of the airport could begin. The city deposited \$26,000 in escrow to guarantee payment of damages set by the arbitrators.

The hearings yesterday concerned the slightly more than eight acres of land deeded to the city by Roy Bixby and the six acres of land deeded by Gratz Powers and the same amount by Charles Powers. Milford K. Smith, city attorney, presented the case for the city at the hearings.

Witness for the property owners yesterday included Mrs. Laura Billings who testified on the Gratz Powers land and Bixby who said that he thought his land worth \$6000 and that he should be paid \$5000 for damages caused by a drainage ditch to go over part of his farmland.

Besides Boyce, Frank Lorain of Proctor representing the landowner and Alfred I. Wimet of Pittsford as a third party were on the Bixby

damage board. On the group deciding damages to Gratz Powers are John Bourne of East Wallingford for Powers and Gardner McGrath of Poultney as a third member. Charles Powers has Harry Stevens of Clarendon representing him and E. T. Williams of Mendon is third man.

Rutland Daily Herald
June 10, 1942



Herald Photos.

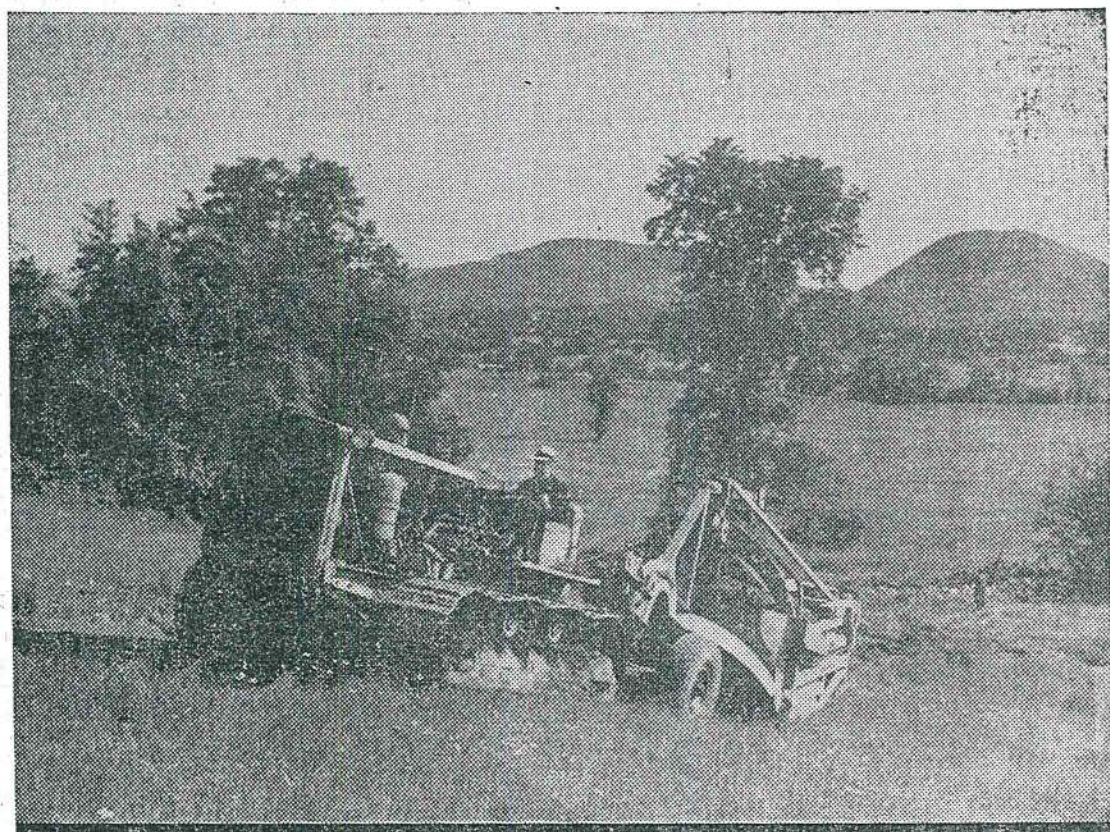
Photos above were taken yesterday after start of construction work on Rutland's future airport in Clarendon.

Top: Mayor Carpenter decided a shovel may be traditional for ground-breaking ceremonies but a huge scoop is more realistic. He is shown in the driver's seat of the tractor which tows the scoop. This machine can carry 30 tons of earth in one operation.

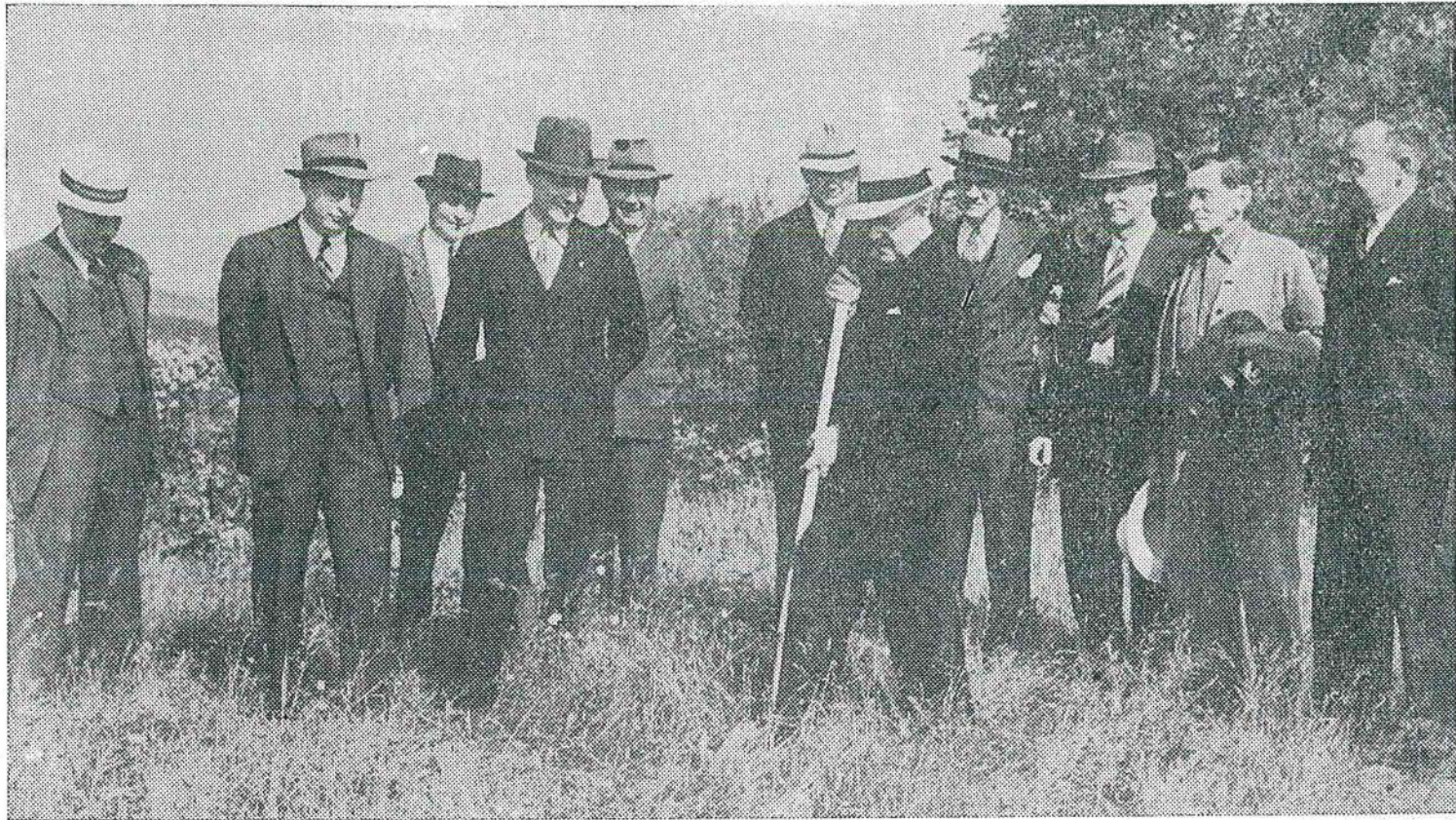
Middle: A 25-ton bulldozer is shown as it plowed its way through a forest knocking down a large tree in its path. The machine cleared several acres of woodland in a few hours.

Lower: The hill at the north end of the airport where the ground-breaking ceremony was held is shown late yesterday after the scoop in the left background had stripped the topsoil preparatory to blasting the rock underneath.

Rutland Daily Herald
June 10, 1942



Rutland Daily Herald
June 10, 1942



Herald Photo.

MacArthur Airport became something more than a hope for the future yesterday when Mayor Henry B. Carpenter dug a shovelful of soil and by this traditional ground-breaking launched construction of the vast airfield. Photo shows the mayor surrounded by city officials, airport engineers and the contractor during the ceremony. The new shovel will be engraved with a record of the historic event. In the group (l. to r.) are: City Clerk Henry P. Battles, Thomas W. Eddy, chairman of the aldermen's airport committee, Lloyd E. Aldrich of the Chamber of Commerce airport committee, Joseph A. Abel, president of the board of aldermen, Milford K. Smith, city attorney, E. S. Fitzgerald, the contractor for the grading of the air port, Mayor Carpenter, Harry Lichtenstein, chief engineer of the project from the office of the United States Engineer in New York, Guy E. Thayer, recently appointed chief inspector for the government, a spectator, and Richard H. Royce, commissioner of public works.

Order 3 Shifts To Speed Work On New Airport

Rutland Daily Herald
June 17, 1942

Two Damage Awards Made

Arbitration Allows Chas. Powers \$1100, Gratz Powers \$781 in Airport Aftermath.

Indications that the city may need to increase the size of the airport were seen yesterday when damages of \$1100 to \$781.25 were awarded by an arbitration board to Charles and Gratz Powers respectively, of Clarendon for land recently deeded to the city for the construction of MacArthur Field. With about six acres of land in each parcel, the damages averaged approximately \$155 an acre. The city still must pay for approximately 31 acres of land owned by Amherst Weeks and nine acres owned by Roy Bixby. With \$7463.75 the total amount in the airport fund, if future awards for the 40 acres left are made at \$155 an acre this would mean that the land would cost the city \$6200. This figure plus damages awarded yesterday amounts to \$81.25 or \$617.50 in excess of the money on hand. Were the future damages as high as that awarded to Charles Powers, more than \$180 an acre, the cost in excess of the present airport funds would be proportionately greater. Guy H. Boyce of Proctor represents the city on the damage boards, different three-man boards were named for each property owner. At the present time there is no provision for securing additional funds for airport land purchase and city officials are reported weighing the possibility of another bond issue for this purpose.

24-Hour-a-Day Schedule to Be Put Into Operation Next Week, Contractor Reveals.

100 on Job

Workmen Busy With Preliminary Preparations; Dynamite Rock Ledges; To Use Floodlights.

Construction work on MacArthur Field, Rutland's future half-million-dollar airport, will swing into a three-shift, 24-hour-a-day schedule next week, L. S. Martin, superintendent of Fitzgerald brothers, the contractors, said yesterday.

Dynamiting is expected to begin Monday, Martin declared. An estimated six tons will be used to blast away 80,000 cubic yards of rock in two hills at the north end of the airport site.

Workmen yesterday were busy with a wagon drill making test borings. About 50 charges of dynamite in as many holes will be set off in each blast, with about five blasts a day needed until the hills are removed, Martin declared.

Since construction work started a week ago yesterday about 8000 cubic yards of topsoil and 1500 cubic yards of loose rock have been removed from the hills by huge scoops.

Carpenters yesterday were engaged in building wooden towers to support large floodlights for night operations. These towers will be moved about the site as work progresses. A portable generator will be used to supply power.

There are at present about 100 men employed at the airport, working in two shifts from 4:30 o'clock in the morning until nine o'clock at night. Most of the men are engaged in cutting trees and all good timber is turned over to the city under the contract with Fitzgerald brothers.

Among the massive equipment assembled at the airport, one five-ton object which looks like some medieval war machine is called a "sheep's foot" roller. Two large rollers are covered with hundreds of iron feet. The machine is used to tamp down filled ground. Its name is derived from the track it leaves, which resembles the trail left by a large flock of giant sheep.

Another machine, a seven-ton "rooter," resembles two farm plows on a gigantic scale. This device is pulled over rocky ground by a tractor. Two plowlike prongs uproot loose rock and leave it on the surface for the huge 25-ton scoops.

The rain of the past few days created almost flood conditions in some sections of the airport site. However, much of the ground dried out yesterday. A section of woodland in the southeast corner of the area is still flooded. Workmen last week dug a drainage ditch with a power shovel and other ditches will be used to remove surface water so that the trees can be felled and machines brought into the area.

A machine shop and tool house has been constructed near the former Butler farmhouse. The main building is being used as an office by the contractor and U. S. engineers. The large barn and most of the smaller farm buildings have been entirely removed.

At the southwest corner of the area between the higher ground where the airfield will be located and the Mill river the B. A. Simeone company of Medford, Mass., who hold the contract for surfacing the runways, are building an asphalt mixing plant. About an acre of ground has been leveled and a building is being erected. The Massachusetts firm will build a paved road from its plant to the higher ground where the runways are located, in order to transport the asphalt surfacing.

The city charity department is buying most of the firewood cut at the site. About 800 cords have already been purchased at \$8 a cord, Oscar S. Bergstrom, superintendent of the charity department estimated yesterday. The money is paid into the airport fund.

In addition about 50 tons of hay is being cut for the poor farm from fields not yet touched by the construction work. About 75 tons of hay located largely on the west side of Route 7 will be sold standing by the city.

Damage hearings on two remaining parcels of land recently deeded to the city for the airport have hit a snag, Guy H. Boyce of Proctor, appraiser representing the city said yesterday. The hitch arose over the fact that Robert Hopkins of Wallingford, who is representing Amherst Weeks on a damage board, was inadvertently not sworn in at the start of the hearing.

Attorney Asa S. Bloomer, who is representing Weeks, brought up the oversight. However, Weeks is understood not to have objected to Hopkins continuing to be on the board and disinterested lawyers have pointed out that when no opposition is made to a board member not being sworn in his qualification is automatically conceded.

Boyce said that a final attempt to reach an agreement will be made next Monday, at which time it is expected that damages will also be fixed on property formerly owned by Roy Bixby.

City Needs \$2000 Fund

Officials Seek Ways of Raising Money to Cover Cost of New Airport Lands.

City officials were studying the MacArthur airport situation yesterday with the view of ascertaining how \$2000 to cover additional land costs can best be raised without any question arising as to the legality of the method used. Mayor Henry B. Carpenter has asked City Attorney Milford K. Smith for an opinion on the matter.

When figures covering prices set for four pieces of land, comprising a little more than 51 acres, which the city needed to bring the airport site up to government specifications, were assembled yesterday it was revealed that the total cost of these tracts will be \$10,631.25.

This will bring the total cost of the 423½ acres purchased by the city for the flying field to \$36,606.25 or about \$86 an acre. The voters have authorized a \$25,000 bond issue for the airport and \$8000 was received by the municipality from the state. There also have been some receipts from wood sold but the funds available still are short about \$2000 of the total needed, the mayor said.

For the four additional tracts of 51 acres, adjacent to the airport site for which the owners wanted about \$20,100, appraisal boards to which the prices were left by mutual agreement of owners and city officials made the following awards:

Amherst Weeks land, 31 acres, \$7500; Roy Bixby land, nine acres, \$1250 (\$1100 under certain conditions); Charles Powers land, \$1100; Cratz Powers land, \$781.25. Checks already have been sent to the two Powers, the mayor said, and payment to Bixby will be made today. The city has 30 days in which to discharge the obligation to Weeks.

There is still a great deal of wood to be removed from the airport site where a large force of men, working in three shifts, is excavating, blasting and leveling under the direction of Fitzgerald Brothers of Troy, N. Y., general contractors. Many large trees, felled by bulldozers or cut with axes, lie in a tangle where they toppled. There is considerable wood in these suitable for fuel, the mayor said, but others are of a type which would not warrant the cost of sawing and splitting. The contractor has agreed to haul such trees as are useful for firewood to locations near roads where they may be reached by trucks, the mayor said.

Rutland Daily Herald
June 29, 1942



Herald Photo.

A typical cross-section of the activity these days at the site of Rutland's future airport, MacArthur Field, is shown above. At left is a huge "sheep's foot" roller used to tamp down earth, in the middle a bulldozer levels ground and at right a power shovel excavates blasted rock. In background spectators are watching workmen drill holes preparatory to making another blast on one of two limestone hills at the north end of the tract of land.

Rutland Daily Herald
July 22, 1942

Check Paid To Weeks

Draft for \$7500 Drawn for
Land Needed for Airport;
Make Deal With Bixbys.

The city yesterday gave a check for \$7500 to Amherst B. Weeks and wife, Rachel, of Clarendon in payment for 31 acres of land which the city acquired as a part of the MacArthur airport site, now the scene of extensive development operations under the supervision of the War department.

This money, and some additional funds, were made available by an appropriation of \$3200 by the board of aldermen Monday night on recommendation of Mayor Henry B. Carpenter, the mayor having explained that there was a deficiency in the airport account because of unforeseen expenses.

The city, under a 30-day agreement, had until tonight to discharge the obligation to the Weeks.

There still remains a small piece of land, bought of Roy and Laura Bixby of Clarendon, to be paid for and this obligation also will be discharged at once as result of the aldermen voting the additional funds, the mayor said.

A board of arbitrators awarded the Bixbys \$1100 for their land, providing a closed ditch was used to drain a certain area, or \$1250, if an open ditch were agreed upon, the land owners having the right to elect which type of ditch they preferred. The city sent the Bixbys a check for \$1250, the mayor explained, preferring to pay the larger amount in the belief that it would save the city money in the end because of certain drainage problems to be met.

The Bixbys returned the check and requested the closed ditch arrangement. Commissioner of Public Works Richard H. Royce estimated that it would cost the city \$1200 for materials and labor, in addition to the price paid for the land, to construct the closed ditch.

The Bixbys agreed to accept \$650 for any drainage damage that might result on their land as result of the construction of the ditch on airport land. The city agreed to this arrangement and thus the Bixbys will be paid \$1750, which comprises the \$1100 allowed by the arbitrators and the extra \$650.

The \$3200 appropriated to the airport fund, in addition to cash that was on hand, will enable the city administration to pay taxes of \$161 to the town of Clarendon next fall on airport property and leave a balance of about \$85 after the land is paid for.

Rutland Daily Herald
July 4, 1942

City Selling Hay, Wood

MacArthur Field "Harvest"
Has Already Netted \$1050
for Airport Fund.

The city's airport fund has been swelled to the extent of about \$1050 by firewood sold and it is expected that a profit of at least \$100 will be made from hay growing on the Clarendon tracts acquired as the site of MacArthur field. Sale of logs will bring in still more income.

When the land was bought for airport purposes, there was considerable standing timber on it. During the past winter and spring about 700 cords of wood were cut in four-foot lengths under the supervision of the commissioner of public works and this was sold to the charity department at \$5 a cord.

However, the \$3500 received from the 700 cords sold was not all profit as the airport management paid \$3.50 a cord for labor, thus leaving only \$1.50 a cord gain.

Overseer of the Poor Oscar S. Bergstrom is obliged to pay men to draw the wood to the city farm on Woodstock avenue, a distance of about six miles from the airport site, and there is additional expense for saving it into stove lengths so that the wood costs the charity department about \$7.50 a cord. As much of the fuel is body maple, this is considered a low cost.

There is still considerable wood to be cut for fuel purposes and some trees felled by the contractors with bulldozers while clearing the land will net logs which are marketable. As some accounts are still open, it was impossible last night to determine how much the airport fund will net from logs sold. Among the trees felled are some large elms. This wood, although in little demand as fuel, is much sought for making veneer, Mayor Henry B. Carpenter said, and a good customer has been found in Bethel.

Hay that grew on space to be used for the airport runways was given to the charity department without charge. That growing on various adjoining tracts has been sold to farmers "standing" at various prices, according to quality. This is being cut by the purchasers.

Rutland Daily Herald
July 31, 1942

Airport Builder Sued for \$2500, Charge Trespass

Roy C. Bixby and Laura Bixby of Clarendon, who sold to the city of Rutland a portion of the land for the MacArthur airport site, yesterday brought suit against Fitzgerald Brothers Construction company of Troy, N. Y., contractors, demanding \$2500 damages for alleged trespass. Stafford, Abatiell & Stafford are attorneys for the Bixbys.

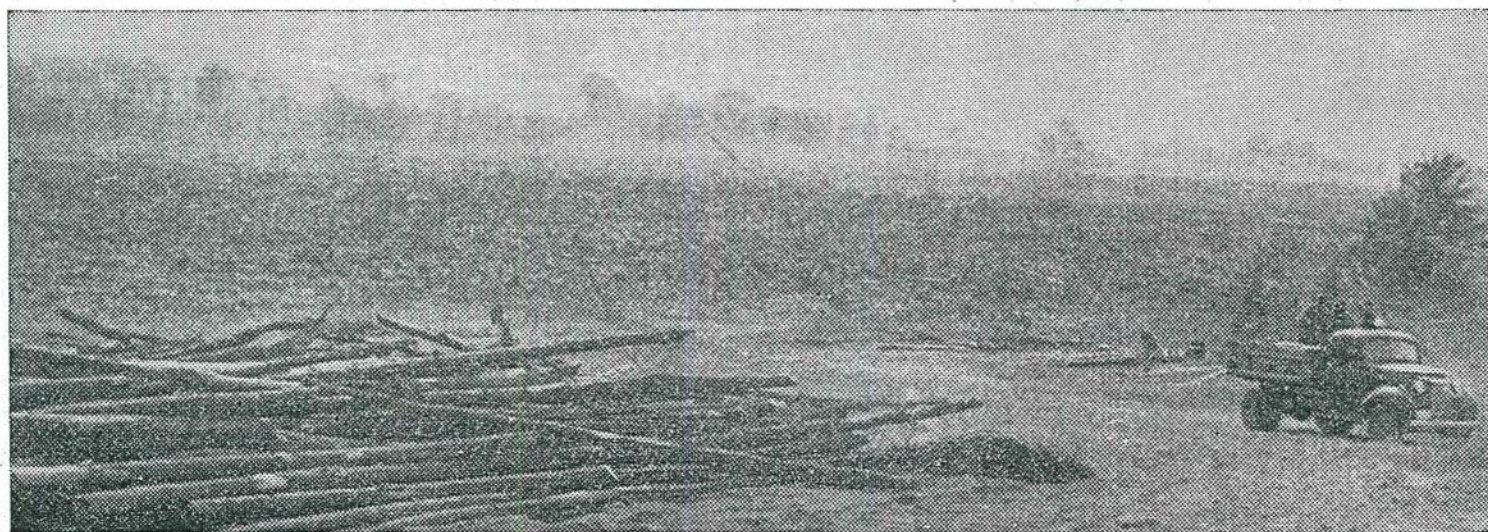
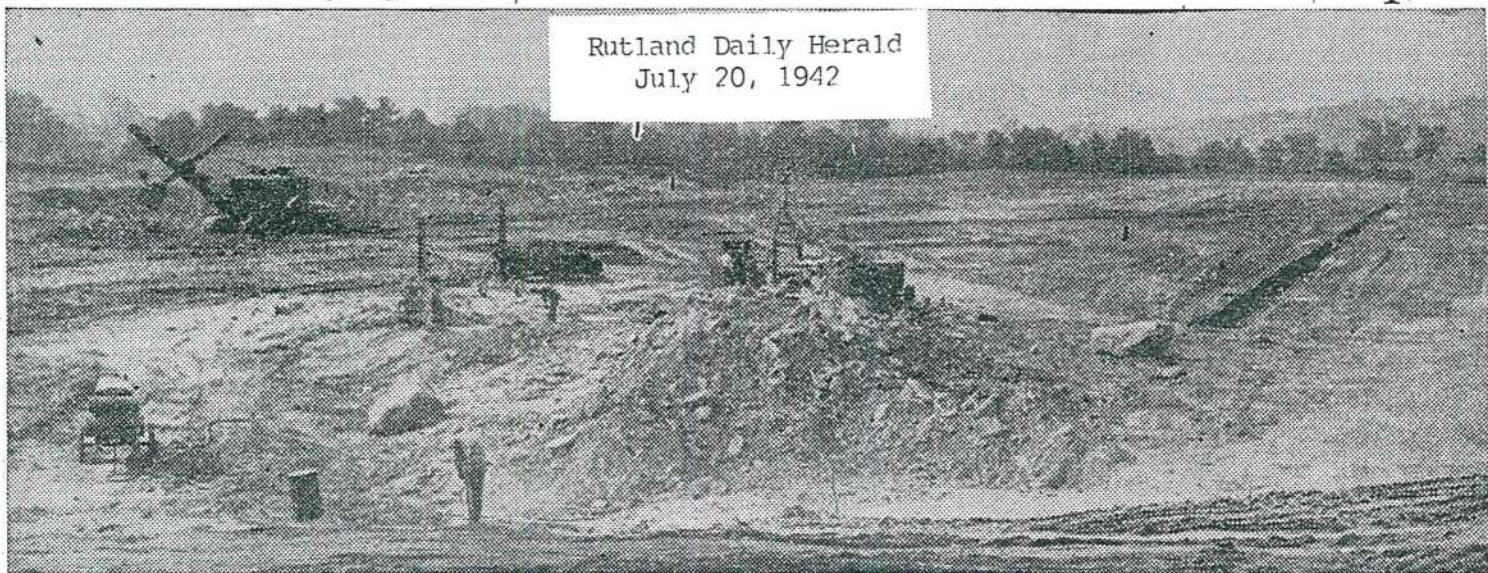
The case is returnable at the September term of Rutland County court.

The Bixbys, who own farm land adjoining the airport site on the east complain that the contractor, through its agents and employees, entered its lands, without leave on June 24, 25 and 26 and cut down and destroyed trees, timber and underbrush, also removing a line fence which, the Bixbys claim, was their property.

The further allegation is made that the contracting firm dumped rocks and other material on to pasture lands belonging to the Bixbys rendering the land unfit for pasturing cattle and horses as the owners had been accustomed to do.

The Broad 425-Acre Tract of Rutland's Future Airport

Rutland Daily Herald
July 20, 1942



Herald Photos.

For the first time, now that trees and other obstacles have been removed, the broad sweep of the 425-acre tract that will be MacArthur airport next November is visible to the camera. More than 150 men are working night and day in three shifts, transforming the farmland and forest into a modern airfield. The tract is so large that the massive machinery in use is almost lost in the distance.

TOP: A view of the north end of the Clarendon site, looking north. In the foreground men are operating hand drills and wagon drills as they bore hundreds of holes into the base of a limestone hill which has been blasted almost to the level of the future airport. More than 30,000 cubic yards of rock have been blasted from a hill in the mid-distance at left, and a power shovel is shown removing the debris of the last explosion. At right, in the top photo a ditch marks one edge of the north-south runway, already taking shape. The hill from which this photo was taken is next on the dynamite program and thousands of tons of stone will be blown away with two and three blasts daily.

LOWER: A view from Route 103, looking west, near the south end of the airport. The smoke in the distance is from burning trees and brush. Only the stumps in the foreground mark what was a sizable stand of trees a few weeks ago. The pile of timber is part of thousands of feet of wood being salvaged by the city. A large scoop is uprooting stumps in the center background. The south end of the north-south runway will be in the left foreground.

RUTLAND Daily Herald
August 12, 1942

Rutland Daily Herald

August 12, 1942

Ask Review Of Land Case

Gratz Powers and Others Petition Board; Refuse Airport Tract Award.

Gratz Powers, Mrs. May Powers and Russell Powers of Clarendon, who owned part of the land bought by the city as a site for the MacArthur airport, now under construction in Clarendon, have asked for a rehearing on the matter of the value of that portion of their land which was taken by the city.

A petition has been filed by their attorney, Clayton H. Kinney, with a board of arbitration, comprising Guy H. Boyce of Proctor, Gardner McGrath of Poultney and John C. Bourne of East Wallingford, which fixed a price of \$781 on the Powers land, asking that the case be reopened. The board has not yet given its decision in the matter to Attorney Kinney.

Charles Powers held an undivided one-half interest in 12½ acres of land sold to the city and Gratz, May and Russell Powers owned the other half. The arbitrators awarded Charles Powers \$1150 and the other three \$781.

The contention is made that each undivided one-half interest in the same property should be worth the same amount.

In order that there might not be any delay in starting operations on the airport, the various land owners signed agreements last spring with the city for determination of valuations of the land by the arbitration boards. Deeds were passed and recorded. The city posted a bond to insure the landowners against loss.

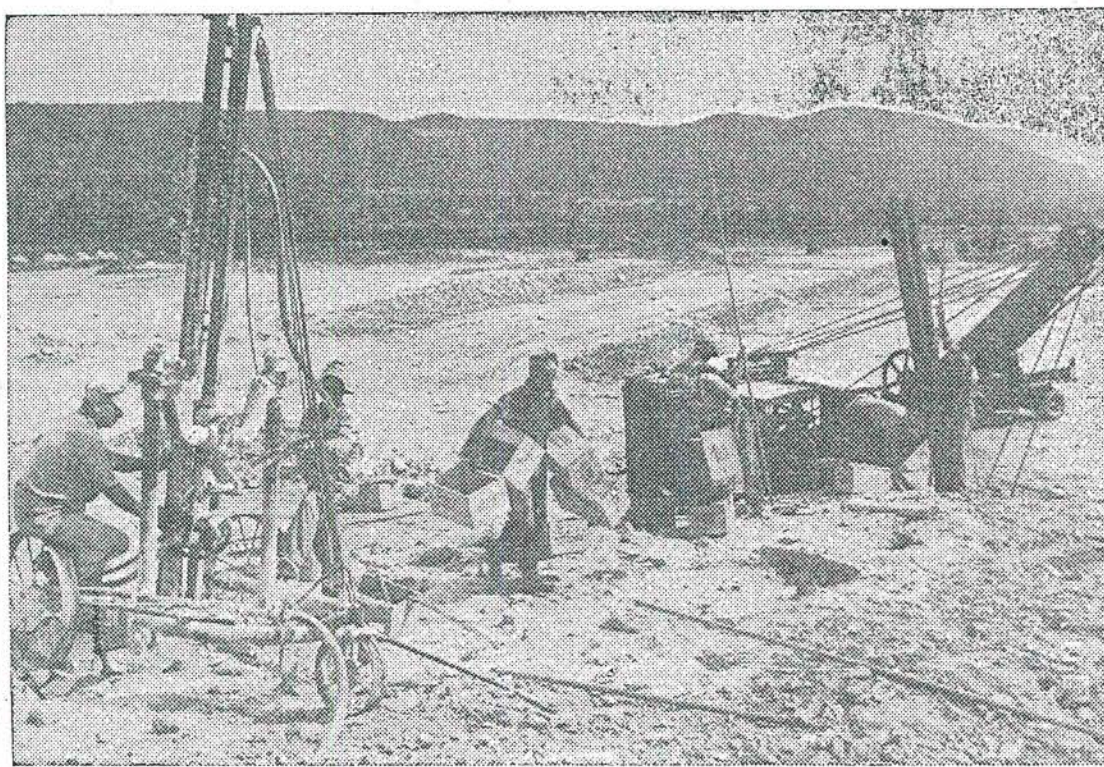
Gratz, May and Russell Powers were sent a check for \$781 by the city but they returned it, uncashed, and it now remains in the hands of the city treasurer. What the next step will be, if any, no one at the city hall could foretell yesterday.

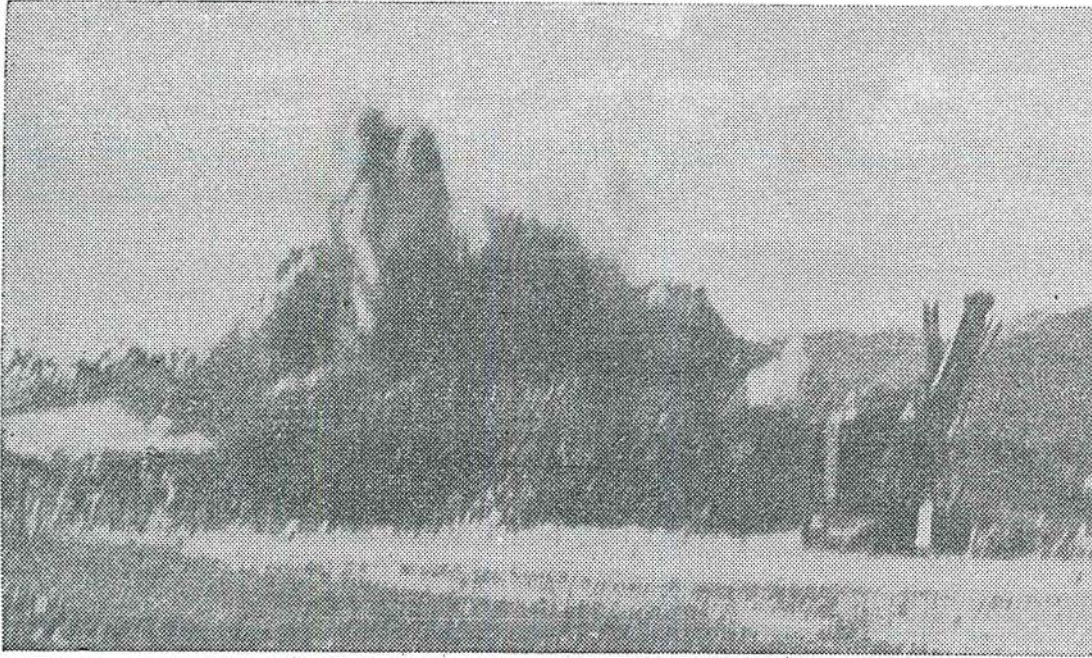


Herald Photo.

When one of the water boys appears on the dusty horizon at the site of MacArthur airport he is sure of a welcome from the men working there these hot days. Maurice Carpentier of South Main street, a surveyor and nephew of Mayor Carpenter, is shown getting cool refreshment from Donald Skaarup of Troy, N. Y., who carries a special water container equipped with paper cups.

Rutland Daily Herald
August 19, 1942





Herald Photos.

With nearly 300 men working in day and night shifts, construction of Rutland's half-million dollar MacArthur airport in Clarendon is rapidly progressing.

TOP: Scoop shovels are shown removing tons of rock after a dynamite blast, while in the foreground workmen start preparations for a new explosion. In the background the levelled portion of the field where the east-west runway will cross may be seen.

CENTER: A skilled crew operating a wagon drill is in the foreground drilling one of the 75 holes used in this blast. In the background of the photo, which was taken looking south, a section of the north-south runway, which has already had a preliminary surfacing of gravel, may be seen. The man in the center is carrying away empty dynamite boxes while the men with the poles at right are tamping dynamite deep into 15 to 20-foot holes.

LOWER: The explosion of half a ton of dynamite as seen from a safe distance. An estimated 5500 tons of rock were blown loose in this blast, which is surprisingly lacking in noise due to the depth of the charges. Two men have taken shelter in the mouth of the huge scoop at right, which provides ideal rock-proof protection.

The limestone hill in these photos is about 28 feet high and is squarely across the north-south runway. It contains more than 50,000 cubic yards of rock. A smaller hill nearby has already been levelled.

Rutland Daily Herald
August 31, 1942

Raise Levy On Airport

City to Dispute Right of Clarendon to Boost Value of Site for Taxation.

It is expected that there will be a controversy over the levying of a tax on the MacArthur airport property by the town of Clarendon when the listers of that town meet on September 9 at 10 a. m., at the town hall to hear complaints on increases of land appraisal values made by the board in connection with the quadrennial appraisal, now underway.

The valuation of the city-held land, bought in several pieces, in order to secure a sufficient area for the landing field, has been increased from \$8000 to \$10,000, Mayor Henry B. Carpenter has been informed by the listers, Hugh P. Leahy, William A. Weeks and E. M. Pennock.

The state of Vermont contributed money for the purchase of the airport site and the city will claim that the site is not taxable under Section 5 of Act 101 of the Public Acts of 1941. This section provides, however, that in lieu of a tax the owner of an airport so acquired (in this case the city), shall make an annual payment to the town in which the site is located of a sum equal to the average of the tax assessed on the land, alone, during the preceding quadrennial.

The mayor construes this to mean that any sum that is to be paid to the town of Clarendon on airport land must be based on the 1938 appraisal so that raising of the valuation of the land in connection with the new appraisal would not be legal.

The mayor stated that he probably would ask City Attorney Milford K. Smith to take the matter up with the Clarendon listers.

Section 5 of Act 101, which provides for state aid in development of airport sites, reads as follows:

"Title to land purchased in conformity with this act shall vest entirely in the state, jointly in the state and the local government units, or entirely in the local governmental units as in each case is most proper. Land so acquired shall not be taxable, but when the title vests in the state or when the title is held jointly by the state and a town or towns and the site is located in a different town or when the title vests in one or more towns and the site exists in a different town, then the holders of the title shall make an annual payment, in lieu of taxes, to the town in which the site is located of a sum equal to the average of the tax assessed on the land alone during the preceding quadrennial."

City May Appeal to Harvey On Airport Tax Appraisal

Questions Right of Town of Clarendon to Assess Fly- ing Field Property; Boost Given Valuation.

State Tax Commissioner E. M. Harvey may be called in to interpret the state tax laws before a question of appraisal and taxation of the city's new airport property in Clarendon, now in controversy between the two municipalities, is settled, it was learned yesterday.

Mayor Henry B. Carpenter and City Attorney Milford K. Smith went before the Clarendon board of appraisers yesterday to ask for a reduction in the appraisal of the land for tax purposes which had been jumped from the 1938 valuation of \$8000 to \$10,000 in connection with Clarendon's new quadrennial appraisal.

Should the listers refuse the appeal of the city from the higher appraisal, the city officials indicated yesterday that an appeal will be taken to the board of civil authority of the town.

Under a law passed by the 1941 legislature, it is provided that a municipality owning an airport outside its corporate limits shall pay to the town in which the port is located a sum equal to the average of the tax assessed on the land in the preceding quadrennial appraisal,

which in this case would be in 1938.

City Attorney Milford K. Smith is basing his appeal against the 1942 appraisal by the listers of Clarendon on this act.

William Weeks, a member of the board of listers, of which Hugh P. Leahy and E. M. Pennock, are the other members, said that the first question to be decided is whether or not the property may be set in the quadrennial appraisal, and if it may be, what the amount should be.

The listers will base their claims in the controversy on another state law which provides that land purchased or condemned by a municipal corporation outside of its territorial limits shall not be exempt from taxation.

The appraisal notice to the city set the Butler Brothers, Charles Powers and George Grover properties, acquired by the city before April 1, at \$6400. The Charles and Gratz Powers property, secured after condemnation proceedings, was valued at \$250 for purposes of taxation, the Roy and Laura Bixby property at \$350 and the Amherst and Rachel Weeks property at \$1000.

In regard to the last item of \$1000 for the Weeks property, Attorney Smith pointed out that, in the last appraisal, 1938, the entire 218 acres, including house, buildings, and 70-cow barn, were valued at \$4800. The city took approximately 31 acres, on which the buildings are not located. This tract is now appraised at \$1000.

Rutland Daily Herald
October 8, 1942

To Appeal Airport Tax

City to Ask State Commissioner to Interpret Law Governing Landing Field Property.

Preparations are being made by City Attorney Milford K. Smith for an appeal by the city of Rutland to State Tax Commissioner E. M. Harvey of Montpelier on the appraisal by the listers of the town of Clarendon of land in that town bought by the city as the site for the MacArthur airport. The city claims that the valuation placed on the property is too high and makes the further contention that airport property owned by a municipality outside of its corporate limits is not subject to a direct tax although the municipality is obliged to make an annual payment to the town in which such property is located.

The matter rests upon an interpretation of a state law and the commissioner will be asked to do this.

The city would save about \$40 on the assessment of the current year if the commissioner sides with the municipality and a larger sum in 1943 when the new quadrennial appraisal of the town of Clarendon becomes effective.

Mayor Henry B. Carpenter and City Attorney Smith went before the board of civil authority of Clarendon yesterday after having been given a hearing by the Clarendon listers on September 9. The civil authority board upheld the listers and city authorities decided to appeal at once to the commissioner.

The town listers claim that land purchased or condemned by a municipal corporation outside of its territorial limits shall not be exempt from taxation.

The appraisal of the airport land was jumped from a little less than \$8000 in the 1938 appraisal to \$10,000 in the new quadrennial.

The city officials raise the point that the actual value of the property has decreased since the earlier valuation was placed upon it because of the removal of certain farm buildings.

The state contributed \$8000 toward the purchase price of MacArthur field.

The statute on which the city bases its appeal is Section 5 of Act 101, Laws of 1941, which provides for state aid in development of airport sites, and reads as follows:

"Title to land purchased in conformity with this act shall vest entirely in the state, jointly in the state and the local government units, or entirely in the local governmental units as in each case is most proper. Land so acquired shall not be taxable, but when the title vests in the state or when the title is held jointly by the state and a town or towns and the site is located in a different town or when the title vests in one or more towns and the site exists in a different town, then the holders of the title shall make an annual payment, in lieu of taxes, to the town in which the site is located of a sum equal to the average of the tax assessed on the land alone during the preceding quadrennial."

The listers of Clarendon are Hugh P. Leahy, William A. Weeks and E. M. Pennock.

Members of the board of civil authority who attended yesterday's meeting were John Holden, William Marsh, George Leonard, Harris Savery and Mrs. Mary Davis, town clerk, acting as board clerk.

Rutland Daily Herald
October 5, 1942

Plan to Lengthen Runways At Airport to 5000 Feet

Half Million Allocated by
CAA Would Make Pro-
vision for Largest Planes.

The two runways now under construction at the MacArthur airport will be extended 400 feet each beyond the length originally planned and other improvements, not previously contemplated, will be made at the landing field if Congress approves an additional \$500,000 for the project, allocated by the Civil Aeronautics administration.

It was learned yesterday from United States Senator Warren R. Austin that present plans call for a north-south runway 150 feet wide and 5000 feet long and a northwest-southeast runway 150 feet by 5000 feet. The two runways now under construction follow the courses stated but present plans call for lengths of 4600 feet only.

The 5000-foot runs, it has been explained, would permit the landing of the largest bombers, or other planes of the biggest type in use.

The new work which the extra funds would cover include paving, necessary 50-foot taxi ways, grading plane parking areas, putting in draining, seeding lawns, building curbs and general grading.

The federal government already has appropriated \$528,000 for the MacArthur port. Thus, if the additional fund is approved by Congress, more than a million dollars would be laid out on the project in Clarendon.

Rutland Loses \$500,000 CAA Airport Fund

Mayor Notified by Civil
Aeronautics Authority
Money Allocated to Mac-
Arthur Field Withdrawn.

Sudden Move

Money Was to Be Used to
Further Improve Airfield
in Clarendon; No Reason
Given for Decision.

The Civil Aeronautics Authority, in a terse letter to Mayor Henry B. Carpenter, yesterday notified the city of Rutland that \$500,000 allocated for the further improvement of the MacArthur airport in Clarendon had been withdrawn. This means that when present work on the airport is completed within the next two weeks, the project is completed as far as the CAA and the Army are concerned.

Several weeks ago, the mayor and other officials here received word from our representatives in Congress that the CAA had allocated \$500,000 for further improvement at the airport, construction of which has already cost a half-million dollars.

Yesterday Mayor Carpenter received the following letter from E. Fletcher Ingals of Boston, district airport manager for the CAA:

"With reference to the above identified project (Rutland Airport in Clarendon) under which we had planned to further develop the Rutland Airport under our 1943 Airport Construction program, this office has just been notified through channels from Washington that this project has been withdrawn from our 'E' program. You are, therefore, requested to suspend all work on plans for this further development."

The above letter, received by the mayor, was a copy of a letter sent out by Ingals to the district engineer of the CAA in New York.

Mayor Carpenter, surprised at the sudden turn of events, although there had been rumors that such a move was in the air, immediately wrote Ingals asking why the funds had been withdrawn.

Among the questions which the mayor has asked Ingals, are:

"Has the government definitely abandoned any further work on the Rutland airport, and if so when and how will it be returned to the city of Rutland?"

"What is your 'E' program?"

"In your letter referring to instructions received through channels from Washington, what official promulgated the order suspending operations?"

The mayor also included in his letter questions about the improvements which the CAA had planned for the airport, which for reasons of censorship The Herald is unable to publish.

However, the fact of the case seems to be that Army engineers figured that the improvements would cost a million dollars, \$500,000 more than was allocated by the CAA.

Mayor Carpenter, in his letter, however, points out that the city has looked into the probable cost of these improvements and believes that they could be done within the \$500,000 allocation.

Rutland men, in touch with the airport situation, were informed by Senator Warren R. Austin only a few days ago that there seemed to be no impediment in the way of Rutland's \$500,000 appropriation. An attempt was made by The Herald last night to reach Senator Austin in Washington to see if he could learn what had prompted sudden cancellation of the airport fund. He had gone to Burlington, however.

As far as Mayor Carpenter could learn last night the money had not been allocated to any other Vermont field, as had been rumored. Both Newport and Burlington have been allocated funds for airport improvements and some rumors had it that if Rutland's appropriation was withdrawn, it would go to these fields.

This was denied, however, by responsible officials in the CAA.

Mayor Carpenter said that Ingals would probably be in Rutland next week and that further details on the sudden switch in plans would be available.

The mayor further said that in spite of the withdrawal of the funds, Rutland has a first-class airport now.

Airport Fund Withdrawal Is Explained

Army Foresaw Difficulty in
Building Runways With
Sufficient Approach.

\$500,000 Proposed

Letter Forwarded to Mayor
Says Completed Field Will
Be Turned Over to City.

Withdrawal of the additional \$500,000 which had been allocated for development of MacArthur airport in Clarendon was due to the fact that the Army foresaw difficulty in constructing runways with an approach sufficient to meet minimum requirements of the air force, Mayor Henry B. Carpenter learned last night from E. Fletcher Ingals of Boston, district airport engineer of the Civil Aeronautics administration.

It was revealed that, when the present project is completed and all of the work now under contract has been accomplished, the airport will be turned over to the city of Rutland "to be the sole and absolute property of the city."

This should take place at an early date inasmuch as work at the airport is well underway, Ingals stated.

Ingals' letter was in reply to one written to him by the mayor on October 30 asking for clarification of statements made by Ingals in a short communication to the mayor informing him that the \$500,000 had been withdrawn.

Ingals based his statements upon information contained in a letter from Charles B. Donaldson, director of airports, and Col. L. P. Whitten, air corps, director of base services, who is attached to the Army air force headquarters in Washington. Copies of these letters were forwarded to the mayor by Ingals.

Ingals letter reads as follows:

"This will acknowledge receipt of your communication of October 30 and, for your information, I am enclosing herewith copies of letters from Mr. Charles B. Donaldson, director of airports, and from Col. L. P. Whitten, air corps, relative to the subject, airport project. I believe these letters will answer your questions."

"In answer to your question relative to abandonment of any further work on the Rutland airport, Mr. Donaldson's letter indicates that no further work, beyond the present project, now under construction, is contemplated at the present time. This does not mean that further work will not be done at Rutland in the future, inasmuch as Air corps requirements may change from time to time. When the present project is completed and all of the work now under contract has been accomplished, this airport will be turned over to the city of Rutland to be the sole and absolute property of the city in accordance with an AP-4 resolution which you adopted in connection with the project. This should take place at an early date inasmuch as work at the Rutland airport is well underway."

"In some of my correspondence, I have referred to the 'E' program and, by this, I had reference to such work as has been originally contemplated under our 1943 program, for which funds now have been withdrawn. None of this work under the 'E' program at the Rutland airport is contemplated at this time."

"You mentioned in your letter the estimated cost of extending the two runways which are now under construction. You will note from Col. Whitten's letter no reference was made to cost but only to 'the difficulty in securing runways 5000 feet in length to meet minimum requirements of the Army Air forces.' I believe that Col. Whitten, by this statement, referred to the minimum requirements in the approach zones rather than to the problems of constructing runways. I might say, at this time, that the Army Air force desires approach zones cleared level for a distance of 1000 feet from the end of each runway and then cleared on a 40:1 ratio from that point outward. These approach clearances are very difficult to obtain in many sections of New England and, particularly so in the vicinity of Rutland."

"In regard to your question about the access road to the airport, I will take this matter up with the engineer's office in New York and determine what can be done in the matter. It is my opinion, that there should be an access road leading to the airport from Route 103 to the graded area which will eventually become the airplane parking and hangar location, but it is also my thought that such a road would, necessarily, be of more or less temporary construction due to the fact that a permanent access road should lead directly to the future building area across property which the city of Rutland does not, at the present time, have title to."

Director Donaldson's letter, directed to the regional manager, Civil Aeronautics administration, LaGuardia Field, L. I., reads as follows:

"This will acknowledge receipt of a letter dated October 1, 1942, signed Samuel E. Stott, associate airport engineer, requesting that this office transfer the funds which have been allocated to the 'E' program for the expansion of the Rutland, Vermont, airport to the Coventry, Vermont, airport. Mr. Stott letter included estimates prepared by the U. S. engineer's office of both subject airports."

"There is transmitted herewith copy of a letter dated October 2, 1942 from Col. James B. Newman Jr., Headquarters, Army Air force, Washington, D. C., concerning the Rutland airport. It is believed that the subject of this letter is self explanatory and, in view of this letter from Col. Newman, your request for transfer of funds is disapproved and the funds allocated for further development of the Rutland airport are being withdrawn."

Col. Whitten's letter, addressed to the administrator of Civil Aeronautics in Washington, follows:

"Reference is made to your letter of September 24, 1942, discussing limitations of Rutland, Vermont municipal airport."

"The first Air force has advised this office that in view of the difficulty in securing runways 500 feet in length to meet minimum requirements of the Army, it is desired to cancel the project for extension of runways at this location. Accordingly, it will be appreciated if cancellation of this project is included in the next letter submitted to the airport approval board."

"At the present time, it will not be necessary to include a substitute project in this area."

Rutland Daily Herald
November 3, 1942

Aldermen Protest Change In Plans for City Airport

**Board Discusses Withdrawal of Additional \$500,000 by
Army; Two Members Call Situation "Dumping of
White Elephant Into City's Lap."**

The disclosure that the additional half million dollars which had been allocated for completion of the MacArthur airport had suddenly been withdrawn resulted in a protest from the board of aldermen at a regular meeting last night and inquiry as to what the change in plans means to the city.

After two aldermen had characterized the situation as "the dumping of another white elephant into the city's lap," it was voted unanimously to instruct the city attorney to wire a message to the proper federal authorities today, expressing the aldermen's attitude in the matter.

The board followed this action by issuing a request to the mayor that he inform the group within a month what plans city officials have for putting the landing field in readiness for use; also what the cost to the city for maintenance is likely to be.

The action was taken after the clerk had read a communication from the mayor giving official notice that the \$500,000 had been withdrawn and enclosing letters which he had received from Civil Aeronautics administration and War department officials relative to the matter. These letters stated that engineers had determined that it would be difficult to lengthen the present runways to 5000 feet because of the terrain, also that the field would be turned over to the city as sole owner at an early date.

The motion that the board formally protest the government's action was made by Alderman Hollis I. Loveland, formerly chairman of the aldermanic airport committee, who recalled that he had been told by apparently reliable authorities at the time plans for building the landing field were being formulated that there was ample space for constructing runways which would accommodate the largest airplanes which might be expected to land here. He declared that Rutland had been made the victim of politics.

Alderman Esme A. C. Smith seconded Loveland's motion that a protest be wired, using the term "white elephant" in referring to the airport.

Alderman James J. Donnelly was in accord with this idea but he wanted to know what the city officials are going to do about the situation. He cited the fact that the city probably faces heavy expenses for the maintenance of the port. Snow must be removed from the runways, hangars, lighting, oil facilities and provisions for cutting the grass next season will be needed.

Alderman Hinsman, who also looked upon the landing field in its present status as a "white elephant," thought Donnelly's suggestion somewhat premature. He urged that the city attorney ascertain whether the contract for building the airport, made with the federal government, specified just what the government was to do. "If there was not something about furnishing facilities, somebody was remiss," the alderman contended.

Alderman Loveland stated that he did not look upon the port as a "white elephant"; he thought it a fine thing for the city to have and believed that it means Rutland will be one step ahead when normal times return, and air travel becomes common practice. There was a suggestion that the city should be "far-seeing" in the matter.

It was then that Donnelly's motion, asking the mayor for information, was put and it was carried unanimously by the nine aldermen present, Edward G. McClallen, jr., and Thomas W. Eddy being absent.

Airport Mix-Up

Mayor Henry B. Carpenter yesterday called to Rutlanders' attention the fact that the \$500,000 MacArthur Airport fund, withdrawn by the CAA, is not to be confused with the original half-million dollar appropriation, which has been used to construct the city's airport in Clarendon.

Some people, the mayor said, have the mistaken idea that the original appropriation was withdrawn. The fact, however, is that the \$500,000 withdrawn by the CAA was to be used in extension of present runways and construction of possibly another runway.

Work on the airport is nearly completed and the mayor hopes within the next few days to have some plans ready for the dedication of MacArthur field.

City Officials Wire Protest To Washington on Airport

Say Field Unfinished, No Entrance Road, Hangars; Study Original Contract.

In compliance with a vote of the board of aldermen, a protest against the withdrawal of the extra \$500,000 allocated for the MacArthur airport was wired yesterday to the Vermont delegation in Congress.

The message, prepared by City Attorney Milford K. Smith, read as follows:

"Rutland protests government leaving Rutland airport in unfinished condition. Ask you to use your best efforts to get \$500,000 promised to complete job. Present airport has no entrance road or hangars."

Copies, signed by the city council, which comprises the mayor and the members of the board of aldermen, were wired to United States Senators Warren R. Austin and George D. Aiken and Congressman Charles A. Plumley.

As city officials began yesterday to study the MacArthur airport situation because of the fact that the federal government has given notification that the field with its two runways soon will be turned over to the "sole and absolute" ownership of the city, it was revealed that the government reserved the right to decide just what work it should do at the landing field. This reservation was embraced in a contract relative to the construction of the port made between the city and the Civil Aeronautics administration and approved by the board of aldermen in a resolution adopted on October 7, 1941.

It was set forth in the original agreement that the project was deemed by the CAA as necessary for national defense.

The contract provided that the federal government shall have the right to develop the airport as it sees fit, including the right to determine the exact nature of the improvements to be made under the project.

The original project covered a north-south and an east-west landing strip, each 500 by 4000 feet in dimensions, with paved runways 150 by 4000 feet, the improvements to include grading, drainage and installation of basic lighting. No mention was made of hangars or access roads.

The contract for the grading and drainage was awarded to Fitzgerald Brothers of Troy, N. Y., by the CAA for \$317,631; the paving, seeding and lighting to B. A.

Simeone, inc., for \$197,214.50, making a total of \$514,845.50 to be paid by the federal government.

The question as to what work the federal government proposed to do and what installations it proposed to make in the original contract with the city came up at a meeting of the board of aldermen Monday night when Mayor Henry B. Carpenter informed the board that an additional \$500,000, which it had been proposed to spend on the airport in 1943, had been withdrawn.

The board requested the mayor to submit to it within a month some plan showing what the city expects to do with the field when the title passes into the hands of the municipality.

One paragraph of the contract with the city, with furnished land for the project, with the help of an \$8000 appropriation by the state, reads in part as follows: "The government shall have the right to develop the airport as it sees fit, including the right to determine the exact nature of the improvements to be made under the project, the manner in which the project is to be conducted, the amount of federal funds to be expended and all other matters relating to the project."

Airport Work Postponed

Completion of Runway Paving, Seeding and Lighting Put Off Until Spring.

Work on MacArthur airport in Clarendon, provided for under the original contract, will not be completed until next spring, Mayor Henry B. Carpenter stated yesterday after a conference with B. A. Simeone of Simeone, inc., Medford, Mass., who has an agreement to do the paving, seeding and lighting for \$197,214. Richard H. Royce, commissioner of public works, also was present at the conference.

Simeone told the mayor, the latter said, that weather conditions, due to the lateness of the season, and other unpreventable circumstances, have made it inadvisable to attempt to complete the paving or do the seeding this fall. The lighting would, naturally, be installed last.

Simeone has asked permission of the city to store its heavy machinery during the winter in a temporary wooden building to be erected on airport property, near Route 103. The spot occupied by the building would be regraded, covered with top soil and seeded after the building is removed, Simeone stated to the city officials. The matter will be referred to the aldermanic airport committee, comprising Thomas W. Eddy, Edward G. McCallen, jr., and J. Fred Carbine.

The grading of the airport site is still going on under the supervision of Fitzgerald Brothers, Troy, N. Y., who took the contract at \$317,631. This sum includes drainage installations.

The Simeone company has already paved a large part of both runways. To prepare the top surfacing for the broad landing areas the Massachusetts firm built large asphalt mixing machinery south of the airport site. The concern started paving sections of the runway as soon as the grading work on each portion had been completed during the summer.

To insure good soil for seeding of the unpaved parts of the airport surface Fitzgerald Brothers saved all topsoil in large piles for use by the seeding contractors.

Rutland Daily Herald
November 13, 1942

Await Word On Airport

Status of Field Not Clear; Runways Will Be Completed This Fall, Mayor Says.

Mayor Henry B. Carpenter is awaiting a visit from Capt. E. Fletcher Ingals of Boston, district airport engineer, when it is expected that the future of the MacArthur airport will be discussed. Capt. Ingals wired the mayor last week that he would be in Rutland sometime this week but he had not arrived up to last night and no further word had been received from him.

There has been some uncertainty in the city hall as to what will be done with the landing field ever since the withdrawal recently of an additional \$500,000 which had been allocated for development of the MacArthur field and the coincident announcement by War department engineers that the field would be turned over to the city as soon as work under contracts now in force completed.

The mayor stated yesterday that he has the impression that the runways will not be completed this fall is precarious. All paving will be done and the runways will be ready for use when the contractors finish their work for the season, he said. The seeding of the landing field and grading of the shoulders of the runways will be postponed until next spring. Heavy machinery will be stored near the airport during a cold weather.

Rutland Daily Herald
November 17, 1942

Airport Meeting

Mayor Henry B. Carpenter has learned that Capt. E. Fletcher Ingals of Boston, district airport engineer of the Civil Aeronautics administration, will be in this city today to meet city officials.

Mayor Carpenter stated that a meeting will be held this afternoon at 1:30 o'clock at his office with Capt. Ingals, who expects to be accompanied here by an Army officer. There will be discussion of matters having to do with the future of the Rutland airport.

Rutland Daily Herald
November 20, 1942

CAA Engineer Inspects Airport, Confers With Rutland Officials

The \$500,000, which was allocated by the federal government for work on the MacArthur airport in addition to that covered by the original contract and later was withdrawn, has not been allocated to any other community, city officials learned yesterday from Capt. E. Fletcher Ingals of Boston, district engineer of the Civil Aeronautics administration.

In town while on an inspection trip to northern New England landing fields, Capt. Ingals held a long conference with a group of Rutland men and afterward visited MacArthur field with Mayor Henry B. Carpenter and other officials.

The mayor stated that he and several others discussed with Capt. Ingals the possibilities of securing federal funds for extension of the two runways at the airport a distance of 400 feet each, for building a road into the port from Route 103 (Rutland-Bellows Falls road) and for providing parking places on the area for taxicabs. Ingals could give no assurance that any of these projects will be undertaken but he stated that he would take the matter up with the proper authorities, the mayor said.

The district engineer indicated, the mayor said, that, as the present contract for development of the landing field will not be completed until spring when the seeding is done, the city will not be obliged to remove snow from the field during the coming winter unless some emergency should arise.

This assumption is based upon the condition that the city will not be obliged to take over the care and maintenance of the grounds until the development work is finished.

At the conference in the mayor's office, besides the city executive and Capt. Ingals, were Commissioner of Public Works Richard H. Royce, City Attorney Milford K. Smith, Alderman Edward C. McClallen, jr., member of the aeronautics airport committee, Dr. Gray S. Clark, member of the state board of aeronautics, Frank H. Duffy and George W. Peck, 3d.

Royce, Peck, City Treasurer Theodore P. Roberts and City Clerk Henry P. Battles accompanied the mayor and Capt. Ingals to the airport. Capt. Ingals left late in the day for Hanover, N. H.

Rutland Daily Herald
December 2, 1942

Mayor Hears From Austin

Senator Says There Is No Hope at Present of Extra Money for Airport.

United States Senator Warren R. Austin has informed Mayor Henry B. Carpenter by letter that the three members of the Vermont delegation in Congress have conferred with civil aeronautics authorities in Washington as result of telegrams recently sent by the mayor to Senator Austin, Senator George D. Aiken and Congressman Charles A. Plumley, asking that they do everything possible to see that Rutland receives its full share of government funds for MacArthur field.

The correspondence was the result of an announcement that the Civil Aeronautics administration had allocated \$500,000 for extension of the runways at the Rutland landing field and certain other work and a later announcement that the money had been withdrawn.

Senator Austin informed the mayor that there is no likelihood of Rutland receiving any considerable sum in the immediate future for extensions to the airport unless the War department should decide that some emergency requires it.

He gave the additional information, however, that funds available to the CAA have not all been allocated as yet.

The field has been practically completed so far as the original contract provided for, except for seeding which will be done in the spring.

Rutland Daily Herald
December 11, 1943

Finish Work On Airport

Contractors Who Did Grading,
Put In Drainage, Prepare to
Withdraw; Defer Seeding.

The work of constructing MacArthur airport in Clarendon under contracts let by the Civil Aeronautics administration last spring, has practically been completed and Fitzgerald Bros., inc., of Troy, N. Y., whose bid of \$317,631 for grading the extensive tract and putting in the drainage was accepted, are preparing to remove their equipment within a few days.

B. A. Simeone, inc., of Medford, Mass., who was awarded the contract for paving the two runways and seeding at a cost to the federal government of \$197,214.50, has finished operations except for spreading some top soil and planting grass seed which it has been found advisable to postpone until spring.

The two runways which have been paved are 4200 and 4000 feet in length.

Fitzgerald Bros., were obliged to remove trees from large areas, cut down hills and blast out ledges in their grading, besides excavations necessary for drainage. Operations were begun on the port in early June. At one time as many as 300 men were employed on the project, a 24-hour schedule being maintained by means of powerful searchlights.

Rutland Daily Herald
December 14, 1943

City Officials, Airways Agents Hold Meeting

City officials met yesterday with two representatives of Wiggins Airways, inc., a Massachusetts concern which has set up schools at a number of the larger airports in the country for the purpose of training college men to become flyers. The airways men are interested in founding schools at other localities and are making a survey of landing fields, with the possibility of leasing them for school purposes. At the same time they are making a survey of colleges to ascertain how many potential flyers may be found in given localities.

Mayor Henry B. Carpenter stated that he expects the airways men to submit a proposal to the city for use of MacArthur field. City officials present at the meeting, besides the mayor, were Commissioner of Public Works Richard H. Royce, City Clerk Henry P. Battles and Alderman Fred C. Carbine, member of the airport committee.

Rutland Daily Herald
January 11, 1943

MacArthur Field Has First Test As Plane Makes Forced Landing

The MacArthur airport in Clarendon was unexpectedly put to its first practical test over the week-end.

The new airfield proved to be a port of refuge Saturday morning for a single motor Stinson cabin plane, in which five young pilots were flying at about 10:30 o'clock. The plane, owned by the Bridgeport Flying service of Turners Falls, Mass., developed engine trouble, and made a forced landing on the local airport.

The plane was piloted by George Orton, according to State Motor Vehicle Inspector Ray C. Smith, who investigated the landing. The officer said that one of the young men in

the plane had heard of the MacArthur airport, and at his suggestion the pilot successfully brought the plane down on the hitherto unused airfield.

The plane landed on the east-west runway, toward the east end of the field with no difficulty whatsoever, Inspector Smith said. The party remained in Rutland over night and departed in the plane yesterday, after two mechanics were rushed here from Turners Falls to make necessary repairs.

Asked what comment the young men, believed to be in flight training, made regarding the Rutland airfield, the inspector said: "They were mighty glad to find a level place to land!"

Rutland Daily Herald
January 9, 1943

\$184,600 Allocated by CAA To Extend Airfield Work

Mayor H. B. Carpenter Receives Word From Aeronautics Head of Plan to Build Taxiway and Make Other Additions at MacArthur Tract; \$538,000 Previously Given.

An allocation of an additional \$184,600 for extension of the work on the MacArthur airport in Clarendon has been made by the Civil Aeronautics administration. Mayor Henry B. Carpenter yesterday was informed of this by Capt. E. Fletcher Ingals of Boston, district airport engineer for the CAA.

Appropriation of this additional amount would mean that the government had provided \$722,600 for the field, in comparison with an expenditure of about \$28,000 by the city.

This allocation has been made, Capt. Ingals revealed, with the intention of building an area for taxicabs and making other extensions not yet disclosed.

The mayor said that this additional money is recommended by the aeronautics administration as a result of much correspondence and conferences which he has had with various government officials since the time several months ago when announcement was made that an additional \$500,000 which had been allocated for the Rutland port, had been withdrawn.

It was stated at the time that the War department did not then favor any additional work on MacArthur Field owing to the general topography of the area.

Operations at the field have been suspended for the winter, all work contemplated under the initial contracts having been completed except some seeding.

The mayor said that he had no information as to what work is to be done under the additional allocations, other than the taxiway. He made the suggestion that there might be plans to extend the run-

ways as was urged when the matter of the \$500,00 allocation, later withdrawn, came up, or to build a new road adjacent to the field.

The first letter to the mayor from Capt. Ingals read as follows:

"You are hereby notified that the CAA allocation for the airport project has been increased by \$40,000 to provide for construction of necessary taxiway and apron. This amount brings the total CAA allocation up to \$578,000.

"I expect to be in the United States engineer's office in Providence, R. I., late this week and, at that time, I will take up this matter with engineers in that office so that plans and specifications can be drawn up for the construction of such taxiway and apron early next spring."

In a second letter to the mayor, following in a few hours, Capt. Ingals wrote:

"You are hereby notified that the CAA allocations for the airport are being increased by the amount of \$144,600 to meet revised estimates.

"This allocation is in addition to the \$40,000 mentioned in my other letter."

April 2, 1943

Airport In Public Eye

Mayor Monday Night to Nominate Three Commissioners to Operate New Field.

With the advent of spring, the hopes of many Rutlanders are turned southward toward MacArthur 1, Rutland's big, new airport in Brandon, final work on which is expected to be completed this year. The appointment of an airport commission next Monday night by the city council, as called for in section 74 of the revised Rutland charter, will signalize the opening of the city's campaign to reap every advantage possible from the construction of the new airport. An allocation of an additional \$1,000 for extension of the work the airport was made last fall by the Civil Aeronautics administration, bringing the proposed federal expenditures on the field to about \$700,000 in comparison with \$100,000 spent by the city for land. What is to be done with the additional \$184,000 this year has not been learned, but work of seedling the field still remains to be done from the original federal appropriation of \$514,845.50. An additional appropriation of \$500,000 which once was approved by the federal authorities, was later withdrawn.

The construction of the airport has been under the supervision of the War department and former mayor Henry B. Carpenter explained in his annual message that unwork there is finished it will remain under this department's jurisdiction. Although runways have been built for some time, no planes have made regular landings at the field. At least two planes, however, have made emergency landings there. Under the revised city charter the board of airport commissioners will consist of three legal voters, appointed by the council to serve for three years. This board will have the exclusive general management and control of lands owned or leased and used by the city for the purpose of municipal airport, and of all buildings, property and equipment of the city thereon. It is seen that these are kept in good condition and repair. The commissioners shall be subject to limitations or restrictions contained in ordinances, resolutions and orders of the city council. They shall have no power to expend any money or incur any debt beyond the amount of the appropriations made by the council.

Under provisions of the charter Mayor Wayne N. Temple shall appoint, subject to the approval of the board of aldermen, three commissioners, one for a term of one year, another for a term of two years and the third for a term of three years, and annually thereafter the mayor shall appoint one airport commissioner, subject to the approval of the board of aldermen, for a period of three years.

There has been considerable speculation about the make-up of the commission, to be named Monday night.

Mayor Temple has not yet signified whom he will nominate.

Prominently mentioned yesterday for the three posts were the names of Carleton O. Wilson, merchant, William O'Rourke, druggist, and George Cobb, manager of a maple sugar equipment plant here.

Also mentioned were the names of Attorney Peter A. Bove, Dr. Harry R. Ryan and Walter F. Burbank.

Rutland Daily Herald
April 6, 1943

Wilson and Cobb Elected As Airport Commissioners, Foley Replaces T. W. Eddy

Board's Approval of Plan to Make James C. Dunn, Long-time Public Servant, Clerk of Police and Fire Departments, Violently Opposed by Alderman Donnelly, Who Threatens Taxpayers' Suit.

The appointment of two airport commissioners and a new alderman constituted the principal business of last night's meeting of the board of aldermen, presided over by President Hollis I. Loveland.

In a lively session, the board confirmed the nominations by Mayor Wayne N. Temple of Carleton O. Wilson of East Center street, merchant, as airport commissioner for a term of one year, and George C. Cobb of Grove street, maple sugar utensil manufacturer, as airport commissioner for a term of three years.

William H. Foley of North street extension, manager of a printing firm, nominated by the mayor as successor to Alderman Thomas W. Eddy of Bellevue avenue, whose resignation was accepted last night, was elected by a vote of nine to one.

The nomination of Wilson as airport commissioner received unanimous approval, and the nomination of Cobb was approved by a vote of 8 yes and 2 no. The mayor sent in no nomination for a third airport commissioner to serve for a term of two years. It is understood that Temple's choice for the post, William A. O'Rourke of East Washington street, druggist, did not wish to undertake the duties of commissioner because of pressure of regular business.

Reminder

Perhaps as a reminder of work to be done in the future to put Rutland's airport on the map, the aldermen last night voted to hang a shovel, used to turn the first earth on MacArthur field, on the wall of the city council chamber behind the president's desk.

The shovel first came into the news several weeks ago when Alderman William T. Simonds requested a report on the expenditure of \$7.50 for an engraved plate for the shovel. Last night Alderman Simonds recommended that the shovel be hung in the chamber and it was so voted.

Alderman Simonds' request about the expenditure of city funds for a subscription to Life magazine brought the report that Former Mayor Henry B. Carpenter had ordered the subscription but that the aldermanic finance committee had turned down the expenditure and a cancellation order was given.

Airport To Be Improved

Plane Taxiway, Parking Spaces, Access Road Will Be Constructed.

A plane taxiway and parking spaces, together with an access road from route 103, are to be constructed within the next three months at MacArthur airport with government funds, it was learned last night following the arrival here of Harry Lichtenstein, resident engineer of the Rutland airport for the Engineers office of the War department, which has charge of construction.

A new contract for the work has been awarded to B. A. Simeone, Inc., of Medford, Mass., Lichtenstein disclosed, and while he declined to make public the amount of the contract, which calls for the expenditure of funds allocated by the Civil Aeronautics Authority, from other sources it was learned that expenditure of between \$40,000 and \$50,000 is involved in the new work.

The paved taxiway is to be 50 feet wide and will run from near the intersection of the two runways easterly toward route 103, Lichtenstein said. It will lead to a paved plane parking area 150 feet by 200 feet which is to be flanked by two other similar areas, graded and gravelled but not paved.

An access road from the paved parking area to Route 103 is also to be constructed, he stated.

A representative of the Simeone contracting firm, which also has some seeding and fertilizing to finish under one of the two original contracts for the airport construction, is expected to arrive in Rutland this week and Lichtenstein indicated his belief that actual work would be underway within a week or two. Completion is expected by early July, he said.

Until this new work, which Lichtenstein pointed out would add greatly to the use value of the airport, has been completed the field will continue wholly under Army control and neither the city officials nor the new board of airport commissioners will have authority either to operate the field or to make any additions or improvements, it was stated last night.

However, the new board, consisting of Carleton Wilson, George C. Cobb and Gerald E. McLaughlin, is to hold its first meeting tonight with Mayor Wayne N. Temple and has invited Lichtenstein to be present at the conference.

Airport Use Is Explored

MacArthur Field to Be First
Class, Commissioners Learn
at First Meeting.

The immediate and future prospects of MacArthur field, Rutland's new airport in Clarendon, were explored last night at the first regular meeting of the city airport commission at the office of Mayor Wayne N. Temple.

The new commission, consisting of Carleton Wilson, Gerald E. McLaughlin and George C. Cobb, organized by electing McLaughlin chairman and Cobb secretary.

Present at last night's meeting, in addition to the commissioners were Mayor Temple, City Attorney Milford K. Smith and Harry Lichtenstein, resident engineer for the Rutland airport for the War department office of the War department.

The airport commission listened to a description by Lichtenstein of work to be done at MacArthur field during the next three months, including the construction of a plane taxiway and parking spaces, together with an access road from route 103.

This, Lichtenstein said, constitutes the major improvements to be done this summer and as far as is known now will conclude work done by the government at the airport.

As the airport now stands the 3000-foot north-south and 3500-foot east-west runways are complete, the control tower has been constructed, a wind tee has been erected and the lighting system is practically completed. A huge beacon light is yet to be erected on the tower but this will be done soon.

The airport is still under control of the War department and the Civil Aeronautics Authority and not until all of the contract work is completed in July will it be turned over to the city.

Of course there is also the possibility that the Army may change its plans and maintain control of the field, dependent on the military situation at the time.

The commission decided to devote its time during the next several weeks to a study of the prospects for use of the airport now and in the future, the problems of maintenance and the drawing up of ordinances, to be submitted to the city council, which will give the commission authority to operate and control the airport.

Hinging on the prospects for use of the airport will be the possibility of the construction of a hangar and other buildings needed in the operation of an airport.

Inasmuch as funds for a hangar will have to come from a bond issue, to be voted by the citizens, the commission decided to approach this phase of the airport problem carefully so that complete knowledge of the airport prospects will be available when and if these funds are asked.



Herald Photo.

The new Rutland airport commission, which will have control of MacArthur field when it is turned over to the city by the War department and the Civil Aeronautics Authority, held its first regular meeting last night at the office of Mayor Wayne N. Temple and explored possibilities of future use of the airport. Standing, left to right are; City Attorney Milford K. Smith, Harry Lichtenstein, resident engineer for the Rutland airport for the War department, Gerald E. McLaughlin, new chairman of the airport commission, Mayor Wayne N. Temple, and Commissioners George C. Cobb and Carleton Wilson. Cobb was named secretary of the commission.

A brief study by the commission of the present flying situation shows that:

1. All air transport companies are decreasing rather than increasing their scheduled stops, due to lack of equipment caused by demands for this equipment by the Army and Navy;

2. All private flying is over for the duration, permission having to be secured from government agencies before a plane can take to the air;

3. Flight schools in which Army and Navy cadets are being trained are being established on many airports.

Thus, the best opportunity for immediate use of the Rutland airport seems to lie in securing the establishment of a flight school here.

Mayor Temple told the commission that he had had this plan under consideration and the commission agreed to look into possibilities of the establishment of such a school here along with the accommodations needed.

Engineer Lichtenstein told the commission that the city has a "first class airport."

However, he stated, the present runways are not of sufficient length to permit the landing of some types of planes, notably the heavier Army planes such as the Flying Fortress.

It was pointed out, however, that the present runways can accommodate the types of planes now landing in Vermont and there was some question as to whether planes needing runways 5000' and 6000 feet long would ever land at Rutland, as a regular thing, anyhow.

The city attorney stated that he would secure samples of ordinances, used in other cities, under which the control of airports is set forth. The commission also will contact airport commissioners in other cities and learn of their experience, in the operation of flying fields.

Flyer Lands At Airport

ot, Former Rutlander, Stops
at MacArthur Field After
Skimming Housetops Here.

Rutland's new airport had its first
flying plane of the year and citi-
zens of this city and vicinity were
on a big thrill Saturday when a
plane, piloted by Lieut. Peter Val-
preda, formerly of this city, circled
over this vicinity for about 20 min-
utes and then landed at MacArthur
field.
The plane, a big PT-18 of the type
used as patrol bombers, landed eas-
ily on the new airfield and Lieut.
Valpreda, who graduated from
Saint Joseph academy here,
talked with a number of
citizens, before taking off for his
base.



LIEUT. PETER VALPREDA.

Lieut. ValPreda flew here from a
southern base, where he is engaged
in anti-submarine work as a leader
of a squadron of the patrol bombers.
The plane came in over the city
about 6 p. m. and circled slowly
over the outlying districts, then flew
over the business section.

With Lieut. ValPreda, the pilot,
were six crew members. The plane
was so low over the city that people
in the street and on the porches of
their houses could see members of
the crew waving greetings.

The silver-colored patrol bomber
made a beautiful sight as it circled
over the city like a great bird.

Lieut. ValPreda, whose home is in
East Wallingford, was greeted at the
airport by Mr. and Mrs. Clarence
Barlow of Marble avenue, parents
of his wife, the former Charlotte A.
Barlow, whom the young aviator
married here in May, 1942.

He told Mr. and Mrs. Barlow that
he had dropped some messages both
in Rutland and in East Wallingford.

After about a 20-minute stop at
the airfield, during which a small
crowd gathered about the bomber,
the plane took off for Albany,
where Lieut. ValPreda and his crew
intended to have dinner. They plan-
ned to be at their base before mid-
night.

Using the new north-south run-
way at MacArthur field, the big
plane took off easily. In the take-off,
the plane needed only about one-
third of the 4000-foot runway.

It was the third plane to have
landed at the field, two others mak-
ing emergency landings there.

Lieut. ValPreda was recently
awarded the Air Medal for his anti-
submarine work.

Rutland Daily Herald
May 28, 1943

Work Slowed At Airport

Unfavorable Weather Has Put
Probable Completion Date
Near July 31.

Unfavorable weather conditions
through May have delayed work at
the MacArthur airport in Clarendon
and the contract may not be
completed until near the July 31
deadline, Harry Lichtenstein, res-
ident engineer for the engineer's of-
fice, War department, predicted yes-
terday.

B. A. Simeon, inc., of Medford,
Mass., which has the contract to
make installations provided for under
an allotment of additional funds
by the Civil Aeronautics authority
last fall, has about 20 men on the
grounds so far and these are busy
grading, putting up small buildings
and carrying on other activities
prior to constructing a paved taxi-
way, parking areas and an access
road.

The ground lights are in place
but a big beacon is yet to be install-
ed and some wiring is to be strung
so that it will be about a month
before the airfield can be illuminat-
ed.

The ravaging of winter's storms
and the washing caused by the
many heavy spring rains were
manifest yesterday in slight gully-
ing of some of the graded areas,
but the two runways, 3500 and 4000
feet in length, are in excellent con-
dition and already have been used
for landing planes.

It was pointed out that the wash-
ing done during the past few
months will give indication where
trouble might be experienced in
time to come and advantage of this
will be taken in grading for the fu-
ture. Simeon's men already are
making fills and are preparing to
complete a drainage system which
will carry off water that might
settle on a large sodded area east of
the intersection of the runways.

Another job which is engaging
their attention at present is the re-
moval of small stones and other un-
desirable matter on the huge area
soon to be seeded. The seeding is a
task left over from last season, cold
weather having made it impractical,
to complete the job.

The grading for the 20-foot wide
access road which is to lead into the
landing field from Route 103, the
Rutland-Bellows Falls highway, al-
ready has been started and flags
have been set up marking the route
of the taxiway, 1050 feet long and
50 feet wide, which will extend east-
ward from the point where the run-
ways cross. It will lead to a plane
parking area about 200 by 150 feet.
This will be paved. There also will
be two other smaller, graveled but
not paved parking areas, nearby.

When the field is completed the
only entrance will be the one from
Route 103.

An Army officer with wide ex-
perience in flying yesterday stated
that MacArthur field, with its pres-
ent runway accommodations, will
take care of 75 per cent of any
planes in use today.

Rutland Daily Herald
June 4, 1943

See Success For Airport

Aviation Expert and Sen. Aiken
Predict Extensive Use of Mac-
Arthur Field After War.

The Rutland Airport commission
last night heard letters read from
Charles S. (Casey) Jones, Cast-
leton native and now famous in
aviation circles, and United States
Senator George D. Aiken, an avia-
tion enthusiast, predicting a suc-
cessful future for MacArthur field,
Rutland's airport now under con-
struction in Clarendon.

Jones, in response to a query as
to what he thought the possibilities
of the airport were, said that he
had stopped and looked the field
over while on his way back from
Middlebury college to Newark, N.
J., where he conducts the Casey
Jones School of Aeronautics. At
the college, the famous flyer was
awarded an honorary degree for
his work in the development of
American aviation. He said that
the Rutland airport looked "pretty
good" to him.

Neither Jones nor Senator Aiken
is particularly optimistic about ex-
tensive operations at the airport
in the immediate future, although
both made suggestions to the com-
mission as to examining possibilities
for operations there.

Senator Aiken said the chances
for establishment of a flight school
for the training of aviation cadets is
at the present quite remote. He
pointed out that the Navy has re-
cently closed down a large number
of flight schools, as has the Army,
the present plan being to use larger
schools.

The senator also explained the
withdrawal by the Army of an ad-
ditional appropriation of \$500,000
last year. The Army, after approv-
ing the appropriation, found that
three runways, 5000 feet long, could
not be built on the present site.
This would mean extending the
"east-west" runway 1500 feet and
the "north-south" runway 1000 feet
and building a brand new runway
of 5000 feet.

Senator Aiken pointed out, how-
ever, that the Civil Aeronautics Au-
thority had assured him that the
present airport is suitable for civil
aviation.

Looking into the future, Senator
Aiken believes that, after the war,
the airport may become "one of
the busiest places in the state." He
pointed to the development of new
aircraft safety devices, helicopters
and increases in engine power as
probable factors in promoting a
"golden age in civil aviation" after
the war.

"Casey" Jones recommended to
the commission the names of some
airlines representatives for contact
in regard to possible use of the
port.

The commission, made up of G. E.
McLaughlin, chairman, George C.
Cobb, secretary, and Carleton O.
Wilson, voted to send a representa-
tive to a conference convened in
Boston June 10 for a practical dis-
cussion of New England's place in
post-war aviation, provided the
plan meets with approval of the
mayor and board of aldermen.

At the conference, authoritative
speakers will discuss with com-
munity, state and regional repre-
sentatives the aeronautical devel-
opments of which New England
should be prepared to take ad-
vantage of in the post-war period.
J. Burleigh Cheney, chairman, New
England Council Aviation commit-
tee, will preside.

Workmen in the employ of B. A.
Simeon, inc., have been busy
within the past few weeks complet-
ing the grading and seeding of
MacArthur field and repairing
slight damage caused by winter's
storms, preparatory to building a
taxiway, parking place for planes
and an entrance from the Rutland-
Bellows Falls highway.

Aldermen Approve Report on Status Of MacArthur Field, Adopt Resolutions

Board Votes to Buy Equipment for Playgrounds and Sanctions Changes in City Ordinances.

In a session which moved at a fast pace despite muggy weather, the board of aldermen last night approved a report of the airport commission on the status of MacArthur airport and adopted resolutions appropriating funds for payment of salaries of the playgrounds personnel, the purchase of playground equipment and the payment of taxes on airport property to the town of Clarendon.

A two-weeks' vacation to three policemen, recently made regulars, who have seen continuous service for a year, was granted. Other business acted upon was the acceptance of a report of a committee named to investigate the problem of garbage disposal; the approval of proposed revisions to the city ordinances and, during an executive session, the rejection of a petition by Robert Delphia to build a store on Thrall avenue.

The first report of the Rutland airport commission, read to the board by the chairman, G. E. McLaughlin, expressed the belief that MacArthur field will, after the war, be visited by airliners and will play an important part in the economic life of Rutland. The report, prepared by McLaughlin, George C. Cobb and Carleton Wilson, airport commissioners, outlined in detail the post-war possibilities of the airport and stated that wartime conditions would prevent active operation of the field at the present and in the immediate future.

The commission suggested, however, that the city must be ready to take advantage of the post-war aviation business and urged that, at the next city meeting, citizens be asked to vote upon a bond issue, to be used in the construction of a hangar. This hangar would be built when the situation justified, the commission recommended.

Following the reading of the report, Alderman John A. M. Hinsman moved that the commission be commended for a thorough investigation of Rutland's aviation status and that the report be accepted. The motion was seconded by Alderman William T. Simonds.

Approval of the \$1350 appropriation to pay the salaries of playground supervisors and employees was given at a previous meeting, but the resolution appropriating the money was adopted last night. In requesting the \$300 appropriation for the purchase of playground equipment, needed at once, Mayor Wayne N. Temple stated that it was the intention of the committee to raise the funds for the equipment from fraternal organizations. If the money is secured, it will replace the appropriation.

The \$425 appropriation for airport purposes includes \$324 for taxes to the town of Clarendon and the remainder for a small operating fund for the airport commission. The president of the board, Hollis I. Loveland pointed out that the taxes might have been nearer \$1000 had it not been for legislation introduced in Montpelier by Senator Hinsman to provide that the airport lands be appraised at the same value as before the airport was built.

Upon the recommendation of the police committee composed of Aldermen McClallen, Rice and Simonds, the board voted to grant a two-week vacation to three police officers, recently made regulars, who have seen continuous duty for a year, and to grant to them a five per cent increase payable at the end of the first year of service.

The committee, headed by Alderman Rice, named to investigate the problem of garbage disposal, created when a local garbage collector took off a truck from his routes, presented a report stating that, as a result of a public hearing, other collectors had made it known that they are willing to care for the residents of the city affected by the change.

Dr. Norman H. Cox, milk and meat inspector, was present at the request of the board and explained an item in his last report relative to the finding of uninspected veal in a local meat market. He stated that the owner of the market had claimed that the veal was left in his cooler by a Mount Holly man who had no refrigeration. Investigation proved this to be true and the store owner obeyed an order that the meat be removed from his premises. The Mount Holly man called for the meat in question.

In answer to questions by members of the board, Dr. Cox stated that similar incidents had previously occurred in other markets and the proprietors had been instructed that they must not have uninspected meat in their possession.

Alderman William H. Foley brought up the question of the neglect of old cemeteries in the city and the matter is to be reported on at the next meeting.

City Airport Commission Makes Report to Board of Aldermen

The following is a report made last night to the board of aldermen by the airport commission comprising Gerald E. McLaughlin, George C. Cobb and Carleton Wilson:

"Your commission has made a preliminary study of the future possibilities of the Rutland airport. A representative of the commission attended the New England Aviation conference in Boston and also a meeting of aviation executives and officials, held in connection with the dedication of Northeast Airlines' \$100,000 hangar at Burlington. We submit the following report:

"Prudence must mark the steps taken in the development of MacArthur airport.

"Samuel E. Solomon, president of Northeast Airlines and one of the most astute aviation executives in the country, when asked for an opinion on what Rutland should do now about its airport, said:

"Don't be impatient. Don't rush into spending money until you know what will be needed. Have your plans ready and when the time comes for development of your airport, be ready to take advantage of every opportunity."

"This seems like good advice.

"Speakers at the New England Aviation conference showed without doubt that aviation after the war will figure in the life of every live New England community. Charles I. Stanton, national chairman of the Civil Aeronautics Authority in Washington, gave figures to show that, in five years, providing the war goes on no longer than is now expected, there will be 500,000 planes available in the United States for civilian and commercial flying. Of these 500,000 planes, New England's share will be 35,000. When you consider that in the peak of New England's civilian and commercial aviation prior to the war there were less than 1200 planes in use in the six New England states, you can see why there will be a terrific demand for airport facilities. Rutland must be ready to take advantage of this demand and get in on the ground floor, so to speak.

"There should be three types of airline business handled at the Rutland airport, when the post-war aviation boom begins. They are: 1. Mail; 2. Passengers; 3. Express. In the future is a fourth type, freight, but for the purposes of our present discussion, we have considered only the three mentioned above.

"After the war, there is the strongest possibility that all Class 1 mail will be carried by plane. There already is a bill before Congress to make this possible. At the New England conference a representative of the Postoffice department discussed at length the use of the airliner for the picking up and depositing of mail at large airports and the development of the helicopter to pick up and deliver this mail at points in the vicinity of the main airport. Thus, it is not too much to look ahead to, to picture Rutland as a mail terminal for this entire section of Vermont, if not for the state of Vermont.

"Next there is the passenger business. On June 15, all airlines in the country reduced their tariffs for passenger travel. It is now possible to travel from Los Angeles to New York for about \$100. This trip can be made in 10 hours. Thus, you may see, by looking ahead, that plane travel after the war will be brought down to the level of the common traveler. The effect, for instance, on the tourist industry in Vermont, can readily be seen. Thousands upon thousands of folks in the medium wage brackets will be eager and able to see sections of the country which they had read about but never dreamed they would see and will take advantage of the plane.

"It isn't necessary to point out that Rutland is in the center of a rich vacationland. But even beyond that—businessmen will have access to markets for personal contact far beyond anything they have visioned. Remote points of New England will be only hours away; the Middle West and the Far West, less than a day away.

"At the New England conference, one speaker pointed out that fast express service is not far off—or, as he put it, only as far off as the day of post-war aviation. There seems little doubt that much express coming into Rutland and neighboring towns not on the railroad, will, in the days ahead, be landed by plane at MacArthur field, be picked up there by truck or helicopter and sent on its way.

"These are not glittering generalities. These are not facts presented by imaginative flyers. They are hard facts, presented by men who have been studying post-war aviation and are preparing to meet the future.

"When you consider that planes, in use today, can fly from Boston to Los Angeles in 10 hours and from Boston to Mexico City in 10 hours, carrying huge loads of war cargo, you can see why aviation officials are preparing for the future and why no community can afford to let this business get away from it.

"Aviation officials do not claim that the plane will replace other established mediums of transportation. They claim, only, that the use of the plane will open a new business, a new method of transportation, which in many cases will augment some of the present mediums.

"Bulk freight will never be carried by plane. Some freight will. However, for Rutland's present purposes, it does not seem necessary to go into a study of freight-carrying planes. That may come later.

"Now that we have discussed what may happen in the future, let us look at just what we have in Rutland.

"At the present time, there are four classes of non-military airports. Class 1 airports have landing strips of 1800 to 2500 feet and can be used by small, privately-owned type planes. Class 2 have landing strips of 2500 to 3500 feet and can be used by larger size private-owner type planes and some small-size transport planes. Class 3 have landing strips of from 3500 to 4500 feet and can be used by present day transport planes. Planes in this classification are represented approximately by those between 10,000 and 50,000 pounds gross weight. The Douglas DC-3 and the Douglas DC-4, most popular type of transport planes now in use, come under this classification. Class 4 airports have landing strips of 4500 feet and over.

"Rutland is rated a Class 3 airport by the Civil Aeronautics Authority. MacArthur field at the present time has two landing strips. The east-west strip is 3500 feet long and the north-south strip 4000 feet long. These strips are paved. Thus our field, at the present time, is able to take any of the present transport planes in service.

"The field has the most modern night lighting system known for this type of airport, with modern boundary lights and a huge beacon light atop a tower located just east of the runway intersections. When the field was planned, room was left for the construction of a large hangar just east of the tower, located near the intersection of the airport access road with State Route 103.

"We have the Butler farmhouse southwest of the southern boundary of the north-south runway, which we think may be valuable someday in the make-up of our airport facilities.

"The runways are well laid and well drained and in spite of our severe winters, will remain in good shape for years, providing some repair work is done each year.

"The question which we know is uppermost in your minds and in the minds of the citizens of Rutland, is: 'What will we do NOW with the airport?'

"We will try to answer that question.

"As far as Rutland and the rest of Vermont are now concerned, there is practically no civilian or commercial aviation. Northeast Airlines has cancelled all of its scheduled stops in the state. Colonial Airlines, Inc., the other major line serving Vermont, makes only two stops in the state, both at Burlington. The two airports in Vermont, now in active operation, are located in Burlington and Montpelier. These two airports are in active operation because they are the sites of training schools for Army and Navy flight cadets and a training school (at Burlington) for flyers learning instrument flying.

"The University of Vermont sponsors the large flight school at the Burlington airport with Northeast Airlines sponsoring the instrument-flying school. Norwich university sends Army flight cadets to the Montpelier-Barre airport. These airports were ready to take advantage of flight training schools, when the program started. Investigation by your commission indicates that unless the Army and Navy air program is expanded much beyond present plans, we will not be able to have a service-sponsored flight training school on the Rutland airport.

"The office of Senator George D. Aiken in Washington made a thorough investigation of the possibility of locating a flight school in Rutland, upon request of the commission. It was found that the Navy had closed 130 small flight schools recently of the type which could be operated on the Rutland airport, the tendency being to gather the students on larger fields where instruction could be given more efficiently and at less expense. Also, Rutland, in order to secure a flight training school at the airport, would have to have it under the control of an accredited college or junior college.

"The commission has been in touch with Dr. Jesse Bogue of Green Mountain Junior college at Poultney, the nearest educational institution of the type demanded in the flight school training program. Dr. Bogue, who is interested in development of a flight training program for Green Mountain Junior college, has also been studying the prospects of using the Rutland airport, but no progress has been made along this line and probably won't.

"However, a pilot training school for our young people must be part of the master plan for our future airport development. Young Rutland flyers, coming back from the war, might be interested in the development of such a school and should have that chance. Who can tell, but what flying will be part of the courses of our high schools in the not too-far distant future?

"Private flying will be an important part of our airport development after the war. One aviation enthusiast told a member of your commission that there are at least a half-dozen men in Rutland waiting to buy their own planes as soon as the planes are available and the airport facilities are ready to take care of them. Private flying should be highly encouraged and facilities made available at the airport at reasonable rates for Rutland plane owners.

"However, no private person can take a plane into the air today without specific authority from the military—except in very limited cases.

"Thus, use of the Rutland airport at the present time, seems out.

"This does not mean, however, that the Rutland Airport commission or the mayor of Rutland or the board of aldermen can sit back and forget the airport.

"When President Solomon of Northeast Airlines advised us not to go ahead and spend money until we knew what we were going to spend for, he did not mean that we should not be ready to spend money at a moment's notice. The aviation picture can change overnight. The competition for air business is going to be keen.

"At the present time there are Class 3 airports in Lebanon, N. H., serving the White River Junction area, Montpelier-Barre, Burlington and Newport. Burlington soon may have a Class 4 airport. All of these communities are awake to the possibilities of aviation.

"This, at the present time, seems to be all important part—we have got to have a hangar. We have got to provide for maintenance of the airport. We must see to it that it does not deteriorate one bit as we wait for the inevitable post-war aviation boom.

"We would not advise the immediate construction of a hangar with its attendant administration building and other facilities until a clearer picture of the future is available. However, at the next city meeting, we would suggest that the public be asked to vote on a bond issue for a hangar, in case the need should arise during the year for such construction. These bonds would not have to be used unless study showed a hangar was immediately needed but the city should be in a position to act quickly when the time comes for action.

"It is to our minds a certainty that Rutland will be included on some type of an airline connecting with both Boston and New York.

"Northeast Airlines, in a letter to your commission, says, and we quote:

"It is my belief that we will desire to serve Rutland with passenger, mail and express service in due course of time.' Northeast Airlines, before the war, sent modern transport planes from Boston to Montpelier-Barre, Burlington and Montreal—also into Maine. There is a possibility that Northeast may want to establish a New York run, which could go from Montreal to Newport or Burlington to Barre-Montpelier or Lebanon, N. H., to Rutland to Springfield, Mass., to Hartford, Conn., and into New York city. This is just a possibility but one that we now is being considered in some quarters.

"Colonial Airlines, inc., now operates a regular transport run from New York to Montreal by way of Albany and Burlington. There seems to be a good chance that we might be included on this run.

"Sigmund Janas, president of Colonial Airlines, in a letter to your commission, says, and we quote:

"Rutland is located in the general area now served by Colonial's FAM-1 between New York and Montreal, Canada, and we are, of course, intensely interested in providing whatever air trans-service may be required in that entire area when it is possible to do so.'

"These possibilities are just a few that Rutland must be prepared to take advantage of.

"Shortly MacArthur Field will be turned over to the city of Rutland by the Army and Civil Aeronautics Authority. We expect soon to be able to present a comprehensive report on how we should maintain the airport.

"There are bound to be problems ahead of which we know little now.

"But we do know this. We have a good airport. It bears a good name. We can have a good aviation future.

"To those who complain that our runways are too short, it might be well to add that the East Boston airport, one of the busiest in New England, has runways, the longest of which is 700 feet shorter than our 3500-foot east-west runway.

"Rutland's investment in its air future to date has been small, compared with other communities. Conservative estimates place Burlington's municipal expenditures on its fine airport at \$200,000. At least \$100,000 of the taxpayers' money has gone into the development of the Montpelier-Barre airport. Rutland has spent between \$25,000 and \$30,000. To match that the federal government has spent \$730,000 at MacArthur field."

Rutland Daily Herald
July 23, 1943

Development Of Airport Up to People

Bond Issue of \$60,000 for M'Arthur Field Improve- ments to Be Voted Upon.

Board Approves Plan

Stating that it seemed an appropriate time for citizens of Rutland to signify their wishes in regard to the future development of MacArthur field, Rutland's big airfield in Clarendon, the city airport commission last night requested the board of aldermen to approve the inclusion of an article in the warning for the coming special election providing for a vote on a \$60,000 bond issue for future improvements at the field.

The board, on motion of Alderman Esme A. C. Smith, seconded by Alderman John A. M. Hinsman, voted unanimously to adopt the commission's report, signed by Gerald E. McLaughlin, chairman, George C. Cobb, secretary and Carleton Wilson.

The commission, in its report to the board, stated that it was fully aware that operation of the airport will depend upon the "fortunes of war" and said that the money will not be spent until the best interests of the city are to be served.

The commission said the funds from the bond issue, if approved, would be used for the construction of a hangar, "the heart of a modern airport," and an administration building, the installation of sewage, heating, lighting and water systems for these buildings, purchase of equipment such as power grass mowers and snow removal machinery and for other work needed to place the port in operation.

"The commission feels that this special election can also give citizens of Rutland the opportunity to indicate their desires on the development of MacArthur airport.

"Thus, the commission requests that an article be inserted in the warning for the special meeting, requesting the approval by Rutland citizens of a bond issue of \$60,000, the money to be used in the future development of MacArthur airport, at such time when use of this money will be most expedient and in the best interests of the city of Rutland.

"This money would be used: 1, in the construction of a hangar, the heart of the modern airport; 2, construction of an administration building; 3, installation of plumbing, heating, water and sewage facilities; 4, installation of hangar equipment, including machine shop facilities; 5, purchase of the equipment needed to maintain the airport such as power grass mowers and snow removal machines; 6, cover costs of other construction which will be needed to place the airport in operating condition, such as radio room, control tower, etc.

Your commission, in requesting your approval for the insertion of this article in the warning, would like to call special attention to the fact that this money will not be spent until the best interests of the city of Rutland can be served. The tremendous and speedy advances in aviation are such that your commission would like to be in the position of being able to act quickly when the time comes to place Rutland in the forefront of the aeronautical picture.

"Your commission feels that in the days ahead MacArthur airport will be one of our leading community assets. Thus we feel that the citizens of Rutland should be asked now to assume responsibility in the development of this asset. * * *

(Here, Gen. Wing's comment was inserted.)

"We feel now is the time to show Gen. Wing and those who are at home and abroad that we do not intend to let aviation pass Rutland by."

The commissioners pointed out, however, that while the bonds might not be needed for some time, they wanted to be in position to act immediately when the time comes to place Rutland "in the forefront of the aviation picture."

Calling attention to the widespread interest of Rutlanders abroad in development at the airport, the commissioners quoted from a letter, sent to one of the commissioners by Brig. Gen. Leonard F. Wing of this city, Vermont's No. 1 soldier, who wrote from a battle area in the Southwest Pacific:

"I've intended to write you sooner about the airport but I really haven't had the opportunity to sit down and get out the kind of letter I would like to send. After this war is over everybody is going to be tremendously more air conscious and if Rutland neglects any opportunity—even the slightest—to exploit the facilities and possibilities of the MacArthur airport, it will be a serious mistake in my opinion."

The commission's report, in full:
July 22, 1943

To the Mayor and Members
of the Board of Aldermen:

"Sometime in August, MacArthur airport will be turned over to the city of Rutland by the United States government. The government, in constructing the airport, rated one of the best in its class in New England, has spent \$730,000.

"As the airport has neared completion your commission has had many inquiries from Rutland citizens both at home and abroad as to what the city intends to do with this splendid community asset.

"Our recent report indicates that the commission recognizes that full operation of the airport is dependent upon the fortunes of war, but that the commission intends to be ready to take full advantage of the first opportunity to make use of this airport.

"It has been called to the commission's attention that in the near future Rutland citizens will be called together in special election to vote on questions affecting the industrial life of this community.

Work on M'Arthur Airport Rushed as Time Nears For City to Take Over Control

Staff Sergt. Frederick Christmas, Air Hero, Pleased at Development of Field, Hopes Citizens Will Take Active Interest, After Visit; Commission Plans Formal Dedication.

As plans went ahead yesterday for the completion of MacArthur field and the formal turning over of the big airport in Clarendon to the city by the War department, probably in early fall, work on the tract was being rushed in order to complete it as soon as possible. At the same time, arrangements are being made to hold a special city meeting to ascertain whether the people will authorize a \$60,000 bond issue to raise money to cover the cost of building a hangar and an administration building and to provide for other developments at the field, when the time seems opportune.

A visitor at the airport yesterday was Staff Sergt. Frederick Christmas, Rutland air hero of the Southwest Pacific, who expressed amazement at and satisfaction with the development of the airfield.

"When I was out there waiting for new assignments," said Christmas, "I used to write to Fletcher Sharp (Mendon, youth, now taking air cadet training at Norwich) about the Rutland airport. We decided that when the war was ended we'd buy an airplane for ourselves. It's good to be back home and see that Rutland is to have a field from which we and the many other Rutland boys now in service can fly when the war is over."

Sergt. Christmas, recipient of a number of the nation's highest decorations for his service in the Southwest Pacific as an observer-gunner in a big bomber, was particularly pleased with the north-south runway at the airport.

"Boy, we could take our big four-engined jobs in here without any trouble," he said.

He declared that he hoped Rutlanders would take an active interest in the airport. "I've talked with many of them that have never seen it," he said.

"If they want to get a real kick, they ought to come out here when they can," he said.

The Rutland Airport commission hopes to have a formal dedication of the field sometime in August, providing the OPA ban on pleasure driving is lifted.

This would give thousands of Rutlanders a chance to see the airfield on which the federal government already has spent \$730,000 and the city of Rutland between \$25,000 and \$30,000.

The heavy rains of the past few weeks have impeded the contractor, B. A. Simeone, inc., of Medford, Mass., in putting finishing touches on the airfield. More than three-quarters of the 85-acre area to be seeded already is showing the green of the new grass. Men with heavy machinery are busy here and there on the grounds, hurrying the grading to completion.

The grading and filling which are now in progress will add a gravel approach 300 to 400 feet long to the 4000-foot runway at its south end. To provide for emergency landings there is a safety strip, 175 feet wide, on each side of the runways, making, with the 150-foot paving of the runway, itself, 500 feet clearance between the lights which line the

The two parking areas for planes, located on the east side of the field near the entrance from Route 103, are particularly completed. Each of these is 150 by 150 feet in size. The paved apron, 200 by 250 feet in dimensions is ready for use with the exception of a sealing coat.

It was pointed out by Staff Sergt. Christmas that the taxi strip, leading from the parking areas to the main runways, is so laid out with its "S" curve arrangement, that flyers using it will have an excellent view of the runways and thus will be able to ascertain easily whether the way ahead is clear.

The revolving beacon and the ground lights which were installed some time ago have been tested recently and the system proved entirely satisfactory.

Harry Lichtenstein, resident engineer for the War department at the grounds, stated yesterday that workmen soon will begin the excavations for a 1300-foot drainage ditch on the east side of the airfield which is one of the last tasks to be completed by the contractor. This will begin at a point near the access road and extend in the form of a curve to a spot where water will run off the airfield. This ditch will be from two to five feet in depth, the contour of the land being the reason for the variation.

There also is some clearing away of piles of earth and small rocks, removed during excavating, to be done before the field is completed so far as the work of Simeone is concerned.

Airport May Be Visited

U. S. Engineer to Permit Inspection of Nearly-Completed Project by Public.

An invitation to Rutlanders to visit the nearly-completed MacArthur airport in Clarendon, provided they are in that vicinity, was extended last night by the Rutland Airport commission.

The commission announced, following a meeting, that Harry J. Lichtenstein, United States resident engineer on the airport construction project, had given approval for visits by interested Rutlanders Sunday, Monday and Tuesday. While work has not been entirely completed, the resident engineer stated that he was willing to throw open the development to visitors, provided ordinary caution was used by those looking over the big airport.

On Monday members of the commission, comprising G. E. McLaughlin, George C. Cobb and Carleton Wilson, will make an official tour of the airport, accompanied by Mayor Wayne N. Temple, Commissioner of Public Works Richard H. Royce and members of the board of aldermen, who can attend.

The mayor and members of the commission stated last night that they would provide transportation to the airport on Monday for any Rutlanders wishing to see the big job done there by the federal government. Those wishing to ride to the airport in the cars, carrying the city officials, are requested to telephone Mayor Temple's office, 1635, at the city hall and make a reservation.

The tour will start at 1:30 Monday afternoon.

Due to the fact that the pleasure driving ban is in force, many Rutlanders have not had an opportunity to look over MacArthur field. Many have no idea of the size of the development or of the modern installations made there by the contractors under the supervision of the Civil Aeronautics administration.

Inasmuch as Rutland citizens will be asked on September 9 to vote on a bond issue of \$60,000 for use in the future development of the airport by the city, the commission felt that opportunity to look over the airfield should be given as many citizens as can go there.

The airport commission also voted last night to meet next week with the airport committee of the board of aldermen to discuss problems pertaining to MacArthur field. A request for a meeting of the commission and the aldermanic airport committee, comprising Esme A. C. Smith, chairman, John A. M. Hinsman and William T. Simonds, was made at Monday night's meeting of the board.

Airport Inspection Rouses Enthusiasm in All Who Go

City Officials, Aldermen and Group of Citizens Impressed by Scope of MacArthur Field.

Rutland's nearly-completed municipal airport, MacArthur field in Clarendon, was given an inspection yesterday afternoon by a group of city officials and citizens under the guidance of members of the airport commission—and left a virtually unanimous impression of its potential value to the city if properly developed.

From Mayor Wayne N. Temple down, city officials were impressed with the tremendous amount of work done at the field, and every one of the six aldermen who made the trip commented on the tremendous possibilities for the future of the city apparent after seeing the size of the development and, except for buildings and equipment, its scope and completeness.

Ten cars bearing officials and others who had arranged to go with them made the trip, entering from the newly-completed entrance road on the east side and touring the runways from end to end.

A stop was made at the south end of the long north-south runway, after many of the drivers had "clocked" the distance from the extreme north end at just eight-tenths of a mile, to give the party a clearer idea of the tremendous scope of the project as well as of the freedom from possible obstructions for long distances beyond the paved runway, in both directions.

Later, near the paved plane parking area on the east side of the airport, the proposed site for a hangar and administration building were shown the group by Gerald E. McLaughlin, chairman of the airport commission. Need for these improvements if the field is to be used either by a school, commercial lines or even private flyers in this area, was explained by McLaughlin and Carleton Wilson, commission member who also was in the party.

Raymond H. Shaw of Kingsley avenue, an aviation enthusiast for many years, said afterward that

nothing should be left undone to develop MacArthur field.

Among others who stopped off to look the airport over was Earle Edgerton, day editor of the Boston Globe, who is visiting friends in Rutland.

Commenting last night on the trip, Hollis I. Loveland, president of the board of aldermen, emphasized the need for being ready to take advantage of any future developments.

"It seems unfortunate that wartime driving restrictions rendered it impossible for all our people to visit MacArthur field and see for themselves the almost unbelievable development," Loveland said.

"Nation-wide surveys are now being made by existing air transportation lines and many new aviation companies are being organized, not only for the purpose of carrying passengers but for freight and express as well. Rutland should be ready for this new business.

"We have one of the finest airports in New England and I am sure that the taxpayers of the city will back any reasonable expenditure in co-operation with the government, which has spent huge sums in order that Rutland may take its rightful place in the world of progress," Loveland said.

Alderman Edward G. McClallen, jr., said: "This is a great start. I am sure the people of Rutland, when they realize what has already been done and what it will mean for the future, will not let anything interfere with going ahead. The possibilities are unlimited."

Other aldermanic comments after the airport inspection were:

Alderman John A. M. Hinsman: "Rutland has a fine new airport which is under the complete jurisdiction of an able and non-political commission. However, the commission needs funds with which to complete and to maintain the airport. A hangar and administration building must be built, a water system must be installed, and equipment purchased to keep the airport in operating condition the year around."

Alderman J. Frederick Carbine: "I hope that other Rutlanders can come out here and see what we have seen today. The size of this airport development has astonished many of us. Some of us who were here when the federal government began work on a stretch of land, made up of woodlands, meadows, ledges and swamps, marvel at the change made. Rutland has a grand airport, one that its citizens can be proud of. I look forward to its development as one of our strongest city assets."

Alderman Harry E. Rice: "The new airport is a wonderful thing for the citizens of Rutland to take hold of now, especially after the federal government has done so much. The proposed bond issue for future development needed to take advantage of this airport, offers the taxpayers a chance to show they want the city to be ready for the years ahead."

Alderman William F. Foley: "The thing that has impressed me today was that the Rutland Airport commission has been studying the needs of this new airport and knows the answers. The commission was ready with facts about the hangar, the administration building, showed us where they were to go and seemed willing to work for the future good of the city and the airport. The commission deserves public confidence."

Rutland Daily Herald
August 23, 1943

Officials Plan To Visit City Airport Today

Rutland city officials, including the mayor and members of the board of aldermen, will visit MacArthur field in Clarendon today, leaving the city hall this afternoon at 1:30 o'clock.

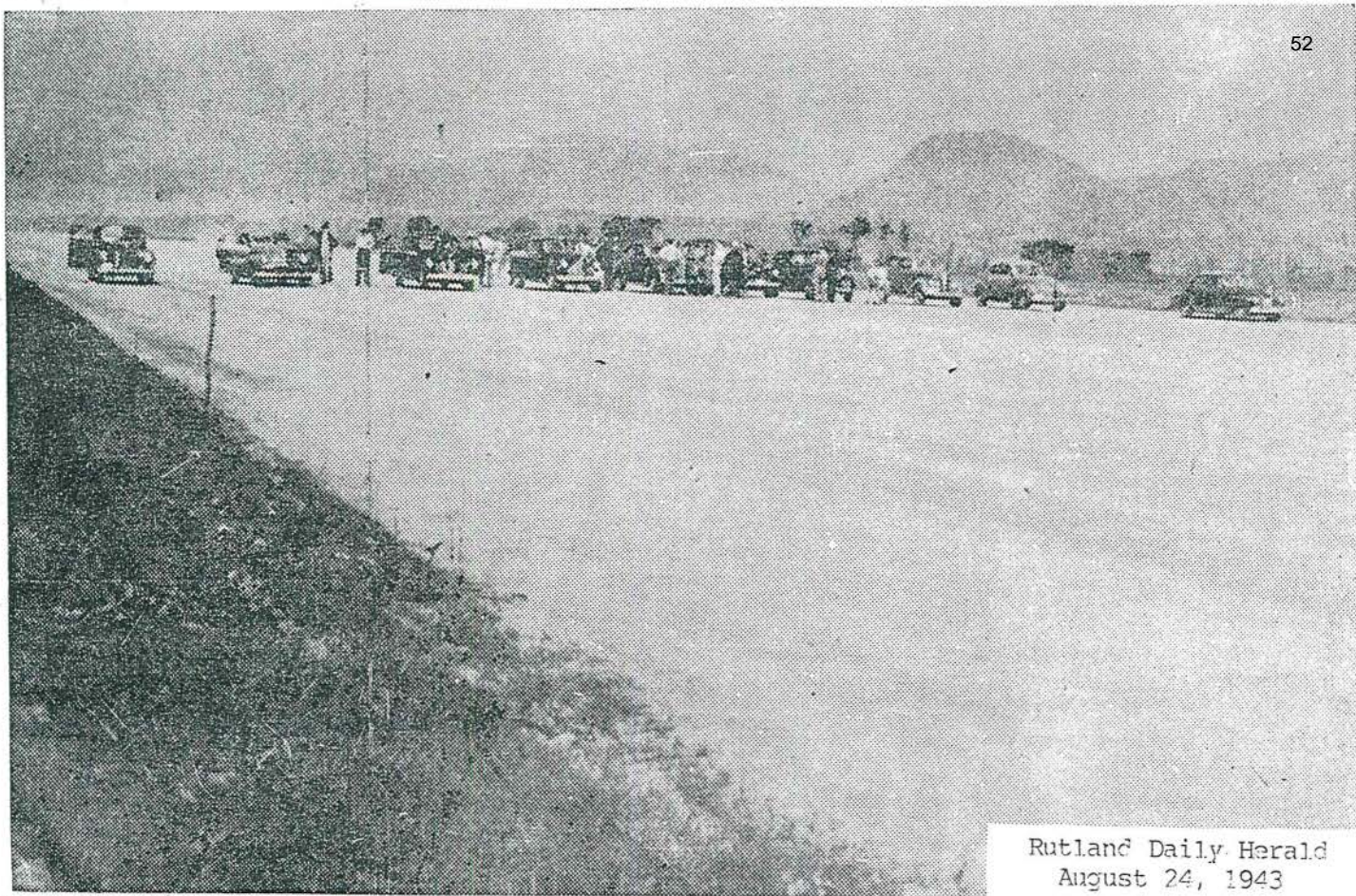
Members of the Rutland airport commission have issued an invitation to Rutland citizens to accompany the city officials to the airport. Room will be made in the official cars for those persons wishing to have a look at the new airport development.

Persons, wishing to have a ride to the airport, are requested to telephone Mayor Temple's office in the city hall before 1:30 this afternoon. The number is 1635. The cars will be available at the city hall.

The airport commission secured permission from Harry J. Lichtenstein, United States resident engineer on the airport project, for an inspection of the field by officials and citizens, although work there is not yet completed.

Rutlanders who are in the vicinity of the field are invited to stop off and look the new airport over, the commission stated.

The government work at the airport is expected to be wound up before September 1.



Rutland Daily Herald
August 24, 1943

Bomber Makes Brief Landing At Local Field

Rutland city officials and citizens who made a tour yesterday of MacArthur airport, Rutland's new \$750,000 landing field in Clarendon, missed by a half-hour the chance of seeing a big bomber make actual use of the field.

A coastal patrol bomber, piloted by 1st Lieut. Peter ValPreda of Langley Field, Va., formerly of East Wallingford, made a landing at the field about 4 o'clock, a half-hour after the last visitors had left.

United States Resident Engineer Harry Lichtenstein said that Lieut. ValPreda was accompanied by three other flying officers who told him that they had left Virginia early in the afternoon for a trip up to Vermont.

Lieut. ValPreda made a brief trip into Rutland, called his folks at East Wallingford and then returned to the field.

The big bomber took off in a southerly direction on the north-south runway. The resident engineer said that it soared into the air after traveling only about 2500 feet over the 4000-foot runway.

The plane circled Rutland for some time before returning to Langley Field by way of Albany, N. Y.



Herald Photos.

TOP—Rutland city officials and interested citizens yesterday inspected MacArthur field, Rutland's new \$750,000 airport in Clarendon. Photo shows a section of the north-south runway. Ten cars are parked side by side across the runway and there is room for more. The airport runways are 150 feet wide.

ABOVE—The official city party pauses for a look at the southern section of the airport. Left to right are: City Attorney Milford K. Smith, City Treasurer Theodore P. Roberts, Commissioner of Public Works Richard H. Royce, City Clerk Henry P. Battles, Airport Commissioner Carleton Wilson, Alderman William Foley, Jerry McLaughlin, son of the chairman of the airport commission, Gerald E. McLaughlin, shown pointing to the southern boundaries, Mayor Wayne N. Temple, Alderman Harry Rice, Alderman J. Frederick Carbine, Alderman Edward G. McClallen, Jr., Aldermanic President Hollis I. Loveland and Alderman John A. M. Hinsman.

Rutland Daily Herald
August 25, 1943

City Airport Commissioners Give Reasons for Proposed Bond Issue, and Its Cost

Answer Questions About \$60,000 Being Asked of Voters
at September 9 City Meeting for Use in Completing
and Improving MacArthur Field as Future Asset
to Community.

In an effort to clear up some of the questions concerning the MacArthur Field bond issue for \$60,000, to be voted upon in the city meeting September 9, the Rutland Airport commission last night submitted answers to a number of queries on the bond issue. Members of the commission are: G. E. McLaughlin, George C. Cobb and Carleton Wilson.

The questions and answers as given by the airport commission:

Q. Why is the bond issue being voted upon at this time?

A. Inasmuch as there was to be a special city meeting called on the matter of tax exemption for two industrial buildings here, the commission decided the time was opportune to let Rutland citizens signify their intentions on what to do with MacArthur field.

The commission could have waited until the March meeting but approval now of the bond issue will give the board added months to work on plans to put Rutland on the aviation map, and at the same time be in position to move quickly should the opportunity or necessity arise. Major airlines are now revising schedules for post-war operations. If the commission knows the people of Rutland want MacArthur field developed and operated, it can go after some of these airlines. The vote on the bond issue will indicate the wishes of the people.

Q. How will the money be spent?

A. Due to the fact that it is impossible to estimate what prices for labor and materials will be when the commission finds building operations imperative, the commission is unable at the present time to give exact figures on how the money will be spent. Certainly prices will be lower than at the present time. However, in preliminary discussions the commission figured the expenditure of \$60,000 as follows: Hangar, \$30,000; administration building, \$10,000; plumbing, heating, water supply and sewage disposal, \$5,000; hangar equipment, including repair shop, \$5,000; equipment to maintain airport, such as power mowers, snow removal machinery, etc., \$10,000.

Q. Would the \$60,000 in bonds be issued immediately?

A. No. The bond issue will not be put up for bid until such a time as the money is needed. Thus, the fact that the citizens are voting at this time on the bond issue does not mean that interest charges begin immediately.

Q. How much will this bond issue

cost the property owners in increased taxes?

A. On \$60,000 in bonds at 1 per cent interest, maturing serially in five years, the cost to poll tax payers would be .091 cents per year or 45½ cents altogether; at 2 per cent interest, maturing serially in five years, it would cost poll tax payers .094 cents per year or 47 cents altogether; at 1 per cent interest, maturing serially in 10 years, the bond issue would cost poll tax payers, .047 cents per year or 47 cents for the 10 years; at 2 per cent, maturing serially in 10 years, the issue would cost poll tax payers .049 cents per year or 49 cents altogether. A taxpayer with property appraised at \$1000 would pay under the five year maturity plan, at 1 per cent interest, .91 cents per year or \$4.55 for five years; at 2 per cent interest, .94 cents per year or \$4.70; under the 10-year maturity plan, at 1 per cent interest, a total of 47 cents per year, or \$4.70 in 10 years; at 2 per cent, .49 cents per year or \$4.90 in 10 years.

Q. Why, if MacArthur airport is to be of benefit to other Rutland county towns, does Rutland city have to bear the brunt of the expenses in developing and maintaining the field?

A. Development and maintenance of the field is now strictly a city proposition. While other towns might be willing to help maintain the field it is doubtful that their town charters or ordinances would permit them to. The time will come, however, when the state will have to play an increasingly important role in aiding municipalities meet the expenses of developing air facilities and maintaining them.

Q. By this, do you mean that the airport will always be a non-profit-making enterprise?

A. No. With the development of the field, the leasing of concessions, establishment of a flight school and the advent of airline business, the field will begin to pay its own way. This will take time, however.

(Other airport questions and answers will be published in tomorrow's Herald.)

More Reasons for M'Arthur Field Bond Issue Given By City's Airport Commission

If Rutlanders Want a Usable Air Field for Post-War Use, Plans Must Be Laid Ahead of Time and Hangar Provided by Local Funds, Since Federal Government Will Not Erect Buildings There.

The Rutland Airport commission yesterday answered another series of questions concerning MacArthur field, Rutland's \$750,000 airport in North Clarendon. Rutland voters on September 9 will act upon a proposal to issue \$60,000 in bonds to build a hangar and make other installations at the field. Yesterday the commission answered questions as to why the matter is being acted upon at the present time and outlined the cost of the bond issue.

Here are the new questions and answers:

Q. Why doesn't the federal government build the hangar and take care of this other work mentioned above?

A. The Civil Aeronautics administration has informed your commission that the government will not spend funds for construction of hangars, etc., on non-military airports. MacArthur field, right now, is a non-military airport.

Q. Is there some possibility that the Army may take over the airport?

A. At present there is no such possibility.

Q. Is it possible that other work will be done at the field by the government?

A. There is considerable possibility that the CAA may undertake the extension of existing runways and development of other runways at MacArthur airport after the war. In order to make plans for this eventuality, the commission is anxious now to see what Rutland people think about their airport. It would be futile to go ahead with plans for a greater MacArthur field if Rutland people do not care to develop the present airport on which \$730,000 already has been spent by the government.

Q. What about your present runways? Some people say they're too short.

A. The present runways at MacArthur airport are more than adequate to accommodate any of the commercial planes now in use in the nation. Douglas DC-3 and DC-4 transport planes, the type which probably will be used on any airlines coming into Rutland immediately after the war, are landing at the East Boston airport now, the longest runway at that port at the present time being 2900 feet. Our shortest runway is 3500 feet.

ed. If the development of aviation and its attendant increasing demand upon the facilities of the airport call for a larger hangar and other equipment, naturally the people will be asked whether they wish to furnish these facilities.

Q. Will the maintenance cost at the airport be high until it is put into actual operation?

A. No. There will have to be watchmen at the airport. The commission understands the state will furnish one watchman. The city will have to provide one.

Q. Could MacArthur field be operated as an airport without the hangar and other facilities?

A. No. It would be as futile to try and sell airlines, flight schools and private flyers the idea of coming into an airport without hangar and other installations, as it would be to sell a railroad on stopping at a city or town which had no railroad station, freight yards and other facilities.

Q. What do the servicemen think about the airport?

A. All of the men in the service with whom your commission has been in communication either personally or by letter, firmly believe that MacArthur field's development as an airport is essential to the future of Rutland. Many of these servicemen want to fly their own planes and they are counting on Rutland to have the airport facilities ready for them.

Q. What kind of a hangar do you have in mind?

A. The CAA has advised the commission that in building a hangar attention be paid to its height and width. The commission's present plans envisage a hangar 100 feet wide, 20 feet high and 80 feet long. If the need arises this hangar's length could be increased.

Q. Does the commission intend to go right ahead and start building these installations right after passage of the bond issue?

A. Absolutely not. The commission does not intend to use needed materials and labor at a time when they are needed by the armed services and, furthermore, could not if they wished. Not until the materials and labor are available at reasonable prices will work be started.

Q. Will a majority vote suffice on this bond issue?

A. No. State law specifies that town and city bond issues must have a two-thirds approval of the citizens voting in regular or special meetings.

Q. Wouldn't it be better to wait until after the war is over before acting on a bond issue?

A. The commission doesn't think so. These are the planning days. A city which wants to insure its aviation future can't sit back now and wait for the business to come to it. It must go after it. The commission wants to go after this business but only if the people of Rutland wish us to. The commission was appointed to develop the airport and have jurisdiction over it. The commission is attempting to do its part of the job.

Q. A neighbor told me that the \$60,000 was just the beginning, that every year there'll be requests for bond issues.

A. The \$60,000 is expected to put MacArthur field into operation as an airport. Only the future can decide what other funds will be need-

Rutland Daily Herald
August 31, 1943

Plane Rendezvous and Air Cadet Recruiting Show At MacArthur Airport Sunday

Civil Air Patrol Craft and Army Bombers Expected to Land and Take Off at City's Airfield in Clarendon as Feature of Army Air Cadet Week; 40 Candidates Promised Rides.

A Southern Vermont aviation rendezvous at MacArthur field, Rutland's new airport in Clarendon, during which between 20 and 25 planes expected to land and take off on the new runways, will be held today afternoon at 1:30 o'clock to open Rutland's Aviation Cadet week, Maj. Charles H. Roberts, commanding officer of the Rutland Armed Forces Induction center, announced last night.

The purpose of the air meet will be to spur the interest of Rutland youths of 18 to 26 in the Army Aviation cadet program.

A similar event held at Burlington Sunday attracted a crowd of 3000 persons, including 150 potential Aviation cadet candidates.

Approval of the use of MacArthur field for the aviation rendezvous was given by the city airport commission, consisting of G. E. McLaughlin, George C. Cobb and Nelson Wilson, at a meeting yesterday attended by Mayor Wayne Temple, Alderman Esme A. C. Smith, chairman of the aldermanic port committee, Dr. Gray S. Clark of the Civil Air Patrol, Maj. Roberts and Frank H. Vennett, amount theater manager. The amount on Sunday will begin with "The Bombardiers," an army-approved picture of American flying men. The aviation cadet week in Burlington was held in connection with the showing of this picture.

Maj. Roberts said that the Civil Air Patrol, now part of the Army, will bring between 15 and 20 planes to the field from all parts of Vermont and that he would communicate with Westover field, Hopedale, Mass., today to arrange the flight here on Sunday of army bombers. In Burlington two army bombers were at the airport, a B-17, Flying Fortress, was used for inspection. It is hoped to repeat that part of the program here.

Each aviation cadet prospect will receive out a brief form and will be given a coupon carrying a number. During the afternoon numbers will be placed in a box and 40 of them will be drawn out. The 40 boys, holding numbers drawn from the box, will be taken into the air by the Civil Air Patrol flyers and given a chance to see how it feels to fly. It was decided to go ahead with the meet when the OPA announced yesterday that the ban on pleasure driving was lifted as of midnight at tonight.

Capt. Robert G. Morse, commanding officer of Company A, Vermont State Guard, said last night that he would take up the matter of having the guard help in policing the air meet at a battalion meeting Wednesday night. He said that he believed the Guard would be willing to serve in the job of keeping airport visitors off the runways while the planes were operating there.

The guard will assist regular and special Rutland police officers, and members of the Vermont Highway patrol, headed by Inspector Ray C. Smith.

The Aviation Cadet rendezvous will give many Rutlanders an opportunity to see MacArthur field in operation. Work on the field by the government is expected to be completed this week.

In case of bad weather it will be impossible to hold the air meet.

Theater manager Vennett said that candidates for the Aviation Cadet program would be his guests at a showing of "Bombardier," Sunday night.

Maj. Roberts said further details on plans for the aviation rendezvous would be available later this week.

Rutland Daily Herald
August 31, 1943

Lions Back Airfield

Vote to Support Bond Issue for Future Development of City's Airport.

The Rutland Lions club went on record yesterday noon in favor of the \$60,000 bond issue to be used in future development of MacArthur field, Rutland's airport in Clarendon, after hearing a talk on "Rutland and Aviation" given by G. E. McLaughlin, chairman of the Rutland board of airport commissioners. The bond issue will be voted upon in a special city meeting to be held September 9. The special meeting was called primarily for action on tax exemptions for two Rutland industrial plants.

The Lions also voted to help in getting out a favorable vote for the airport bond issue, and to continue an interest in the development of the airport in the future.

The airport commission chairman traced the history of the airport, describing work done under the supervision of the Civil Aeronautics administration, which has authorized expenditure of \$730,000 in its construction. Work on the airport will be completed this week, he said.

"When you consider that Los Angeles is less than 12 hours from MacArthur airport, you realize what a terrific effect post-war aviation will have upon our transportation habits," he said.

He stated that the \$60,000 bond issue would not be used until materials and labor were available and not needed in the war effort, but pointed out that the commission finds it necessary to secure from the people of Rutland a sign that they want MacArthur field developed and operated as an airport as soon as war conditions permit.

"It would be extremely difficult, if not impossible, to talk to airlines and others interested in establishing themselves at MacArthur field, if we had no way of knowing that we could have a hangar, administration building and other necessary equipment available for use at the start of the expected post-war aviation boom," McLaughlin stated.

"The commission is carrying out its part of the work in seeking voters' approval for this bond issue. Despite street rumors we have no intention of starting work now, but we do want to be ready to go ahead and protect Rutland's aviation future when the time comes," he said.

Answering some reports that a favorable vote would give the commission a free hand in the expenditure of the \$60,000, the airport official said that "the commission will spend money authorized in the bond issue with approval of the board of aldermen."

The speaker was introduced by Gerald Grady, program chairman for the month. James Bruce, president, presided. Guests at the meeting included Ensign George W. Rand, former secretary of the club, now in the Navy, Pvt. First Class Alfred Craig, former treasurer of the club, now stationed at Fort Edwards, Air Cadet Guido Rotella of Rutland and Martin Traynor of Albany.

Rutland Daily Herald
September 2, 1943

Guard to Be At Air Show

Four Companies to Aid in
Policing MacArthur Field
Sunday.

Gov. William H. Wills and Adj. Gen. Murdock H. Campbell yesterday authorized mobilization Sunday of four companies of Vermont State Guard, including Company A of Rutland, to aid in policing MacArthur airport during the Army Air Cadet aviation plane rendezvous scheduled to start at 1:30 in the afternoon.

Col. John L. Cootey, First Battalion commander, said last night that he would announce today the names of the three companies in addition to the Rutland company, which will serve at the airport during the air meet.

The committee making arrangements for the meet received a hard blow last night, when Maj. Charles H. Roberts, commanding officer of the Rutland Armed Forces Induction center, received word from Mitchell Field, Long Island, that a flight of bombers which was expected here would be unable to make an appearance. The operations officer informed Maj. Roberts that the planes would not be available, as was first expected.

However, efforts are being made to get Army planes here and the committee has not given up hope yet on the appearance of service planes at the new airport.

The Civil Air Patrol, however, is going ahead with its plans to bring at least 20 light planes to the airport and to take aviation cadet prospects aloft.

Maj. Roberts last night received cards to be filled out by young men, 17 to 26, who plan to attend the air meet and go for a ride in the planes. These cards will be available at the Rutland Herald business office or at the Rutland Armed Forces Induction center, 38½ Center street. Maj. Roberts said yesterday that he had received a number of inquiries about the air meet, including one from a Springfield youth, who said he planned to be on deck to see the planes.

Work on MacArthur airport is all but completed. The grass is growing on the safety strips, drainage work on the port is finished and there remains only some culvert construction to be done.

Rutland Daily Herald
September 1, 1943

Bombers To Land Here

Flight of Army Planes to Share
in Air Rendezvous at Air-
port Sunday.

A flight of bombers from Mitchell field in New York will join the aviation rendezvous at MacArthur airport Sunday, providing the planes are not summoned elsewhere, Maj. Charles H. Roberts, commanding officer of the Rutland Armed Forces Induction station, said last night.

The aviation rendezvous, to be held in connection with the opening of Rutland Aviation Cadet week, will be similar to one held in Burlington Sunday in which 20 Civil Air Patrol planes and two Army bombers participated.

Candidates for aviation cadets will be guests at the rendezvous and a number of the young men will be taken aloft by the CAP to give them a taste of actual flying.

Maj. Roberts said that he was assured by officials at Mitchell field that, barring bad flying weather or an emergency call for planes, at least three bombers would arrive here for the Aviation Cadet Day ceremonies at the airport.

Plans for policing the field went ahead yesterday with Mayor Wayne N. Temple telephoning Gov. William H. Wills for permission to use State Guard companies at the airport. The governor said he would take the matter up with Adj. Gen. Murdock H. Campbell and report back to Mayor Temple today.

Dr. Gray S. Clark, a member of the Civil Air Patrol, said last night that between 15 and 20 planes belonging to CAP members would take part in the rendezvous, with some of the planes arriving at the field as early as 9 o'clock Sunday morning.

Young men, between the ages of 17 and 26, who are interested in the aviation cadet program, have been invited to be guests at the rendezvous. At least 40 will be taken into the air. Others will be guests of Paramount Theater Manager Frank H. Vennett at the Army-approved picture "Bombardier," to be shown Sunday night.

Rutland Daily Herald
September 2, 1943

Airport And Tax Exemption Ballots Ready

Ballots have been printed for the special city meeting to be held on September 9 when the people of Rutland will vote upon a proposed \$60,000 airport improvement bond issue and two proposals to exempt industrial plants from taxation.

The ballots are so arranged that each person going to the polls will be asked to designate whether he wishes to vote "yes" or "not" on each of four questions.

On the top of the ballot is printed "Tax Exemptions" and, under this heading, each voter will have opportunity to state whether he favors exemption from taxation for 10 years the Spaulding plant on Cleveland avenue and the Colonial Marble company building on Columbian avenue provided industries which hire at least 75 persons each are induced to locate on the premises.

The second heading reads "Airport Improvement." There are two divisions under this—"A" and "B."

Under "A" each voter will designate by marking the ballot either "yes" or "no" whether he favors the construction of a hangar and other improvements at MacArthur field at a cost not to exceed \$60,000.

Under "B," designated by city officials as the most important, voters will state whether they wish to authorize the city council to issue bonds for the amount of \$60,000, at a rate of interest not to exceed four per cent a year, for the purpose of paying for the proposed improvements.

In order to give the council the proposed authority there must be at least a two-thirds "yes" majority on the question of issuing bonds.

City Clerk Henry P. Battles explained yesterday that in order to make a ballot valid voters must register their opinions under both the "A" and "B" divisions of the airport improvement section.

The polls will be open at 10 a. m. and close at 6 p. m.

Name Guard For Airport

Five Companies to Aid in Policing During Plane Rendezvous Sunday.

A total of 190 State Guardsmen will be mobilized Sunday by the First Battalion, Vermont State Guard, to police MacArthur field in Clarendon during the Army Aviation Cadet air rendezvous, which will begin at 1:30 p. m.

Col. John L. Cootey, commanding officer of the First Battalion, announced last night that the following companies would serve: Company A of Rutland, Capt. Robert G. Morse, commanding officer; Co. E of Ludlow, Capt. Harold Stoddard, commander; Co. F of Fair Haven, Capt. Albert Wilson, commander; Co. G of Middlebury, Capt. Howard Slocum, commander; and Co. H of Brandon, Capt. Philip Welch, commander.

Col. Cootey and several of his staff officers visited the airport yesterday afternoon in order to get an idea of how the job of policing the field will be done. The State Guard will keep people off the runways and off some of the turf, which is not yet hardened.

Chief Inspector Ray C. Smith of the Vermont Highway patrol, assisted by Inspector E. J. Luce, will handle the traffic on Route 103. The access road to the airport joins with Route 103 in East Clarendon. Sheriff Geno N. Franzoni announced that his department would take care of the policing of Route 7, which runs along the western end of the airport.

Mayor Wayne N. Temple said last night that he would confer today with Acting Police Chiefs John Dinn and Charles A. Cassin on the matter of supplying men to aid in the parking of cars.

As the turf in the parking areas on the airport is as yet too soft for the use of cars, only Vermont State Guard vehicles, a piece of apparatus from the Rutland Fire department and cars carrying the mayor and other city officials will be allowed on the paved parking apron Sunday. The committee in charge of the aviation rendezvous was forced to take this step when informed by the engineers at the airport that the turf might be heavily damaged if cars were permitted on it now.

However, a parking area on Route 103, overlooking the field, will be cleared today. People who attend the air meet may park their cars here and walk over to the field to the field or may stay in their cars and watch events at the field.

If this parking area is filled up, the overflow will be directed to the grounds surrounding the Butler farmhouse at the southeastern section of the airfield.

The Civil Air Patrol will bring in from 15 to 20 planes from Vermont, New Hampshire and Eastern New York.

Efforts were still being made yesterday to bring some military planes to the field but no success was reported up to last night.

Boys, 17 to 26, who are interested in becoming Army Aviation cadets, will have a chance to take a ride in the CAP planes. Forty boys will be taken aloft, the lucky ones to be drawn by lot.

Rutland Daily Herald
September 4, 1943

Army Planes To Be Here Sunday For Air Cadet Meet

Mitchel Field Officials OK
Landing at MacArthur
Airport of Cargo Planes
and P-47 Thunderbolt.

Other Flights

15 to 20 CAP Planes to
Give Free Rides to Aviation
Cadet Candidates;
Starts at 1:30 P. M.

Flights of P-47 Thunderbolts over the airport and the city, landing by big Army cargo planes, free rides for Army Aviation Cadet candidates in planes piloted by Civil Air Patrol members and mobilization of five companies of the Vermont State Guard will highlight the Aviation Rendezvous, to be held at MacArthur field in Clarendon Sunday afternoon. The Army planes are expected to arrive about 1:30 p. m.

The rendezvous, arranged by the Southern Vermont Aviation Cadet committee, will mark the first official use of MacArthur field.

While the meet is being held primarily to spur interest in the Army Airforce Aviation Cadet program for young men between the ages of 17 and 26, the public has been invited to attend and see planes landing and taking off at the new \$750,000 field.

Considerable interest was added to the aerial meet when Army Air Force officials at Mitchell field, Long Island, who had been unable to send a flight of bombers here, sent word that big C-78 cargo planes and the speedy and deadly Thunderbolt pursuit planes would take part in the program.

The operations officer at Mitchell field said that the C-78s will land at the field, the Thunderbolts will maneuver over the airport and vicinity with one scheduled to land for inspection by the Aviation Cadet candidates.

Five State Guard companies in the first battalion will be mobilized under command of Col. John L. Cootey of this city to police the airport during the meet.

Dr. Gray S. Clark of the Civil Air Patrol said last night that he expected between 15 and 20 CAP planes to arrive at the airport to take young aviation cadet candidates aloft.

Of course all arrangements for the air meet hinge on one all-important factor—the weather. If the weather is unfavorable for flying, the meet will have to be called off. Skies were grey yesterday but barometers in the city were rising and although no official long range weather forecasts are permitted under wartime censorship, local weather experts thought Sunday might be cool and clear.

Maj. Charles H. Roberts, commanding officer of the Rutland Armed Forces Induction center, who is in charge of arrangements for the signing up of Aviation Cadet prospects, said last night that he will establish an out-of-door office at the airport, either on or near the apron.

Officers and enlisted personnel of the Rutland WAC contingent, will assist in making out the cards to be signed by Aviation Cadet candidates. There will also be service

men from the Aviation Cadet procurement board present.

Rides in CAP planes will be given to 40 of the Aviation Cadet candidates present. The names of these to be given rides will be drawn by lot. Additional incentive for young men to come to the field has been given by Frank A. Vennett, Paramount theater manager, who said that all candidates for the Air corps will be given free admission to the movie, "Bombadier," to be shown Sunday night at the Paramount. Stubs from the

forms to be filled out by the young air cadet candidates, will serve as admission tickets to the theater. "Bombadier" is a picture which tells of the training and service of the Army Bomber command men.

Young men, interested in the Aviation Cadet program, have been requested to contact Maj. Roberts at the out-of-door office at the field before 2 p. m.

Due to the fact that parking areas at the airport have just been seeded and graded and are as yet too soft for use of a large number of automobiles, cars will be parked in a large open space off Route 103. This space is located on a knoll overlooking the airport and people attending the meet will have a fine view of the entire airport from the spot.

Special policemen will aid in parking the cars, assisted by volunteers. If the number of cars taxes the facilities of this space, it is hoped to receive permission from the town of Clarendon for the use of space around the East Clarendon schoolhouse as parking area.

Traffic over Route 103 in the vicinity of the airport will be handled by Chief Inspector Ray C. Smith of the Vermont Highway patrol, assisted by Inspector E. J. Luce. No parking will be permitted along the roadside during the air meet.

Space for the cars of members of the board of aldermen and other city officials, officers of the Vermont State Guard and persons who will aid in policing the field and in parking cars will be provided near the airport beacon tower. "Official" stickers for these cars will be available at Rutland police headquarters until 1 o'clock Sunday afternoon.

Due to Army and Civil Aeronautics administration rules, it will be necessary to bar all civilians from the vicinity of the runways and safety strips.

This will mean that for this meet, civilians will have to stay in certain restricted areas set up and policed by the State Guard. Final location of these areas will be decided upon today.

Sheriff Geno N. Franzoni, assisted by deputies, will be in charge of policing Route 7 in the vicinity of the airport.

Col. Cootey and other officers of the First Battalion, State Guard, went over final plans last night for the big job of policing the field during the air meet. Companies from Middlebury, Brandon, Ludlow and Fair Haven will assist Company A. The time for mobilization of Company A has been set for 10 a. m.

Mayor Wayne N. Temple and members of the Rutland Airport commission, Gerald E. McLaughlin, George C. Cobb and Carlton Wilson, who are assisting in plans for the aviation rendezvous, were kept busy yesterday arranging for the opening of the airport for the meet.

George W. Peck, 3d, one of Rutland's leading authorities on aviation, will be in charge of arrangements for the landing and taking off of planes. Peck will work under rules and regulations set up by CAP officials.

Weather Spoils Air Show For 6000 Persons

Aviation Cadet Aerial Rendezvous at MacArthur Field
Draws Big Crowd, But Unfavorable Flying Con-
ditions Ground Army Pursuit and Cargo Planes Which
Had Been Scheduled to Come to Rutland.

State Guards Do Good Job

Five Companies From Rutland, Brandon, Middlebury,
Fair Haven and Ludlow Police Big Airport; Col.
Jones of Westover Field Expresses His Regret Over
Disappointment of Vermonters.

With an estimated crowd of 6000 aviation-minded men, women and children on hand, bad flying weather stepped in yesterday to spoil the Army Aviation Cadet air show at MacArthur airport.

Republic P-47 Thunderbolts, deadly American pursuit planes, waited on the runways of Westover field, Chicopee, Mass., for a break in the weather in order to make scheduled flights to the Rutland port, but as the day went on, conditions grew worse instead of better.

C-78 cargo planes were ready at Mitchel field in New York to make the hop to the city's new landing field, but all of southern New England was sealed in by rain and fog.

Throughout Vermont Civil Air Patrol pilots waited beside their planes to make their rendezvous with fellow pilots in Rutland but could not get clearance. In Burlington CAP pilots waited at the airport until well after 1 o'clock but high winds and low ceiling kept them grounded.

Only four CAP planes were able to make the trip to Rutland and these flew in from Fair Haven in the morning.

These CAP planes took up 15 of 50 boys, who signed forms indicating their interest in the Army Air Cadet program. Maj. Charles H. Roberts said last night that he had received 20 actual applications for the Air Cadet program.

Policing of the big airport, just being completed by the Civil Aeronautics Administration and the Army Engineers, was magnificently handled by five companies of the Vermont State Guard, directed by Col. John L. Cootey of this city, commanding officer of the First Battalion.

Policing outside of the airport was equally well done by the State Motor Vehicle department under the direction of Chief Inspector Ray C. Smith, and by the Rutland County sheriff's department, directed by Sheriff Geno N. Franzoni.

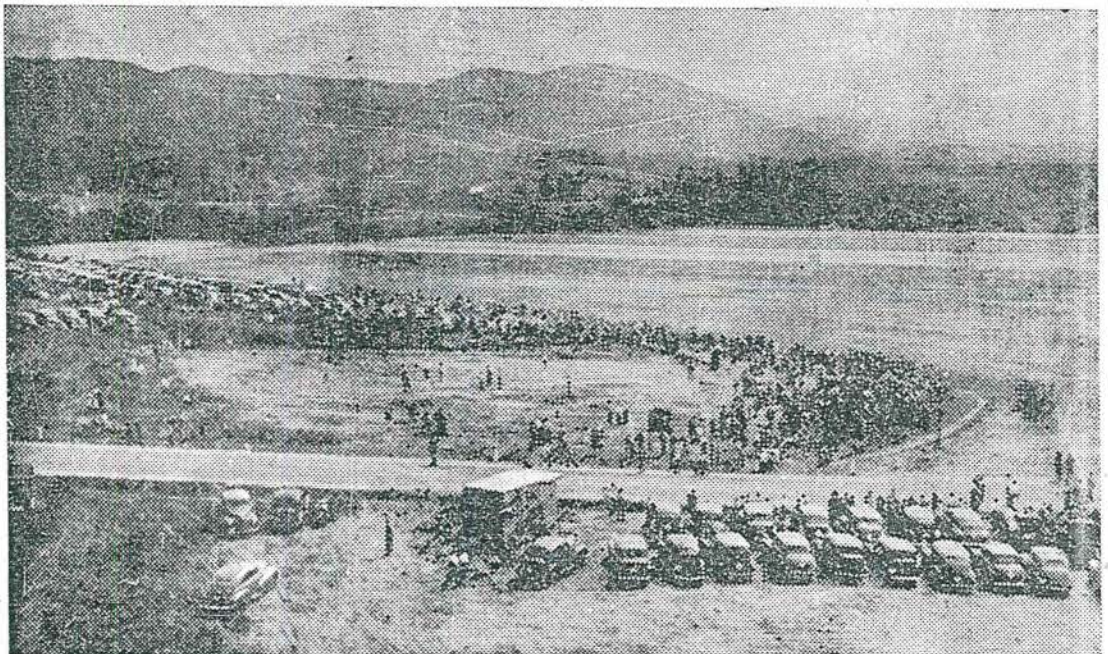
Failure of planes to arrive on a large scale because of adverse flying conditions was a disappointment to everyone at the field from Mayor Wayne N. Temple down to the small boys who pedaled the six miles to the airfield on bicycles.

Col. U. G. Jones, commanding officer of Westover field, told George C. Cobb of the Airport commission definitely at 2:30 o'clock that there seemed to be no chance of any plane leaving that big Army base.

"We don't want to take the risk of losing planes," he said, after explaining that the weather between Chicopee and Rutland was of such a nature that it would place the lives of pilots and planes in jeopardy if they tried to make the scheduled flights.

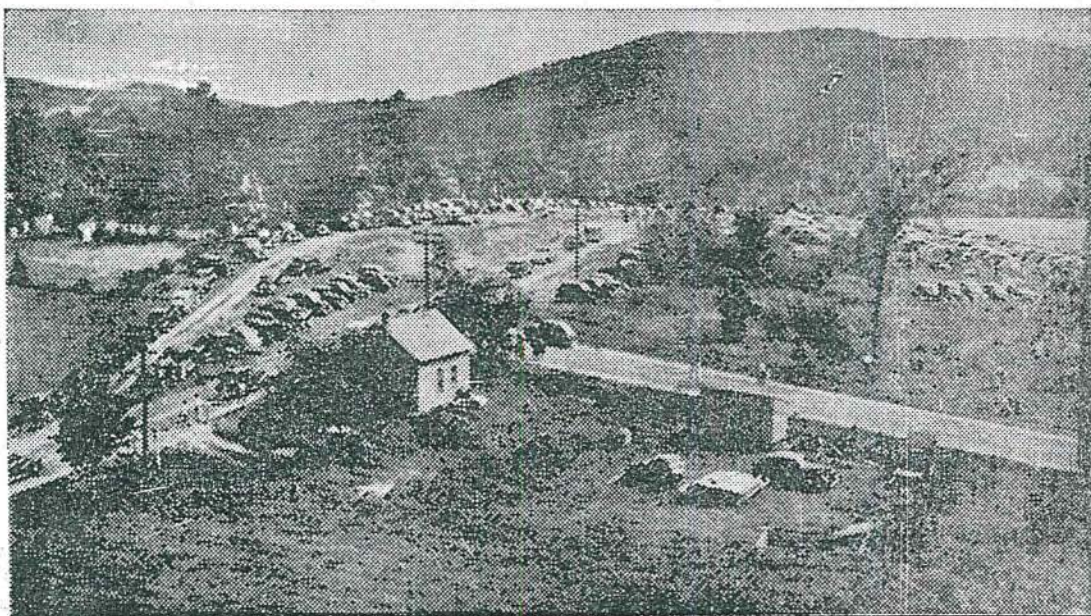
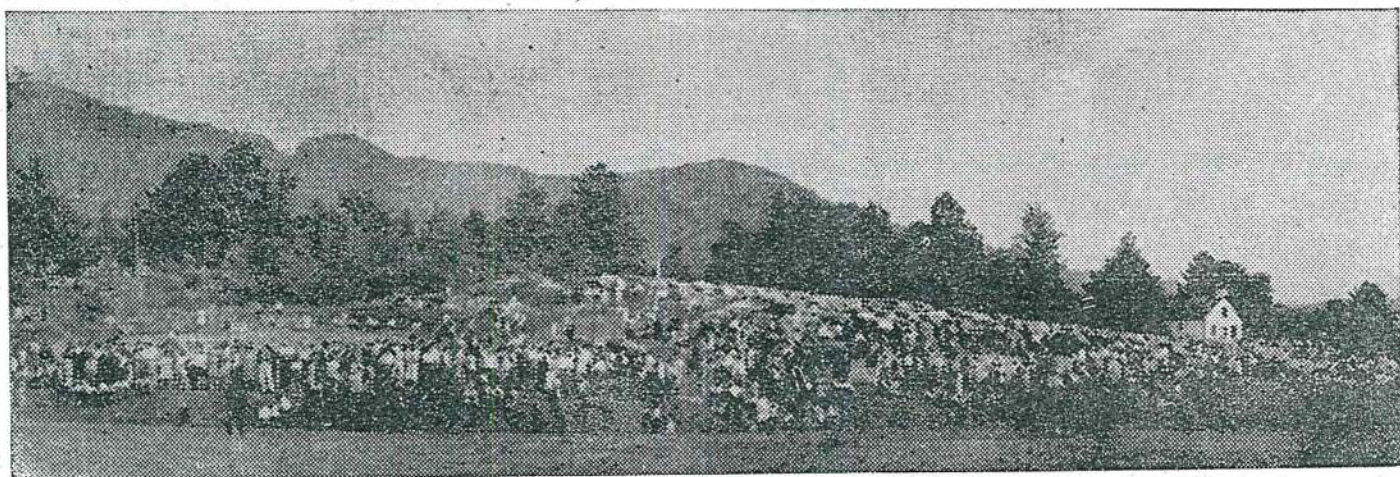
Later last night Col. Jones sent the following telephone message through an aide at Westover field, to G. E. McLaughlin, chairman of the Rutland Airport commission: "We are disappointed in not being able to have kept our engagements in Rutland today. I can assure you that if it had been at all possible, the Army planes would have been there. We have the same information from Mitchel field. Because of the wartime conditions, I can't tell you just what the weather is, but I will say that it has grown steadily worse for flying since I first talked with Rutland this afternoon."

Col. Jones' statements were corroborated by Henry J. Welch of 25



Herald Photo.

Looking south from the signal tower at MacArthur field yesterday, The Herald photographer caught this view of the expectant crowd and closely-parked cars—only a fraction of the total number which came hoping for a glimpse of some Army planes. Scene shows part of the entrance road, between Route 103 and the paved "apron" for plane parking, in the foreground and the eastern quarter of the east-west runway in the middle distance.



Herald Photos.

TOP: Part of the crowd, estimated at a total of 6000, which waited in vain at Rutland's airport yesterday for clouds to lift sufficiently to permit the expected flights of Army planes to arrive. This view, taken from the paved plane-parking apron looking east toward Route 103, shows one of the temporary parking areas jammed with cars.

CENTER: Some of the prospective air cadets who were taken for plane rides—or hoped to be—grouped in front of one of the four CAP planes which arrived despite bad flying weather.

BOTTOM: Entrance to the airport (to right) and Route 103, with some of the hundreds of cars parked at every vantage point along the edge of MacArthur field.

Bad Weather Spoils Show

(Continued From Page One.)

Jackson avenue, who drove in from Manchester, N. H., during the afternoon. He said that from Manchester until he reached Bellows Falls he drove in fog practically all of the time. The mist hung down to within a few feet of the road, he said, and it was necessary to use headlamps part of the way.

The committee in charge of the Aviation Cadet day was particularly disappointed because it had been planned to give Rutlanders one of the most thrilling aerial shows ever seen here.

On Saturday, the operations office of Westover field, contacted the commission and outlined planes for the day. At 1 o'clock, a P-47 Thunderbolt was to have been landed at the field by Lieut. "Hank" Mazur, former all-American Army football player.

At 1:30 o'clock, a flight of the Thunderbolts was to have come in over the field in a "strafing operation," much like those now being conducted by our air forces in Europe and other battlegrounds. Then other flights were to continue the "mock attack" on the field.

Later the C-78 planes were to have come in and landed.

Saturday was a beautiful day in Rutland and vicinity and hopes for a successful aviation rendezvous were high until about 2 a. m. Sunday morning, when it started to rain. It rained intermittently during the early morning until about 6 o'clock. The sky was heavily overcast until about 9 o'clock, when there were signs of clearing.

The skies cleared rapidly and airport officials, who had considered cancelling the aviation meet, were heartened when the two flights of Civil Air Patrol planes came in from Fair Haven. With the sun out and crowds steadily pouring into the parking spaces, it was decided to go ahead with the meet, officials hoping that the clearing was general throughout New England. Such was not the case, however.

Vermont State Guard companies rolled into the city at 10 o'clock from Middlebury, Brandon, Fair Haven and Ludlow to join with Rutland's A company in the huge job of policing the airport.

The companies were at full strength and made an impressive appearance as they arrived at the airport in trucks and cars.

Company A of Rutland was led by Capt. Robert G. Morse; Co. E of Ludlow by Capt. Harold Stoddard; Co. F of Fair Haven by Capt. Albert Wilson; Co. G of Middlebury by Capt. Howard Slocum and Co. H of Brandon by Capt. Philip Welch.

At the armory Col. Cooley and his First Battalion staff had outlined to the last detail the job of each Guard member and the speed and efficiency shown by the Guardsmen in taking up their positions around the

By 12:30 o'clock, a special parking area, east of the airport, which was under the supervision of Rutland city special police officers and volunteers, was nearly filled up. Hundreds of other cars, directed to parking areas on the east side of Route 103, were in position by 1 o'clock, when the first Army plane was expected.

The traffic was the heaviest ever seen over Route 103.

While the weather at the field was good, except for high winds, low-lying clouds covered mountain tops to the south and men versed in flying said that they felt that the Army would not attempt to send planes through that kind of weather.

At 2 o'clock Commissioner Cobb received word from Col. Jones that the expected Army flights to Rutland had been cancelled.

The word was spread through the crowd and there was no doubt about the disappointment of those who had come to see the planes.

Soon afterward the airport was opened up to the public and hundreds of men, women and children walked out onto the big runways and inspected the CAP planes, which made a few more flights before returning to Fair Haven. Piloting these planes were Dr. Gray S. Clark of Rutland, Frank Osborn of Manchester, Sherman Allen of Fair Haven and Mark Rich of Fair Haven. The CAP pilots were disappointed that they were unable to take more of the Aviation Cadet prospects into the air.

About 4:30 o'clock the bulk of the crowd had left the grounds.

Soon afterward American Red Cross canteen workers, who had prepared sandwiches, doughnuts and coffee for the State Guardsmen, served the food from mobile canteens at the field, the Guard marching in by companies to get the much-needed refreshments.

Mrs. Helmer Hood of 217 State street was acting chairman of the canteen workers. Serving in the Riverside Mobile unit were Mrs. Hood, Mrs. Daniel Healey, Mrs. Rita Durward, Mrs. Arthur Alwill, Mrs. William Carbine, Mrs. Alice Bourassa, Miss Helen Koltonski; Christ the King Stationary Unit, Mrs. Leona Coyle, captain, Mrs. William Allard, Mrs. Florence Dunn and Mrs. Frances Roderer; and Ross Mobile unit, Mrs. Charles Cassin, captain, Miss Elizabeth Harrington, Miss Helen Miner, Mrs. Catherine Ryan.

The coffee was good and the sandwiches and doughnuts excellent, the Guardsmen said. Many came back for second helpings.

About 5:15 o'clock, company officers assembled the Guardsmen on the north-south runway. The Guardsmen marched to their cars and the day was over.

Despite the absence of the planes, many Rutlanders said they were happy to have had a chance to look over the new airfield, built at a cost to the federal government of \$730,000.

Harry Lichtenstein, United States Army resident engineer in charge of the airport project, was man of all work. He fashioned the flags, which were used by George W. Peck, 3d, in flagging planes in and out, provided blocks for the wheels of the four planes and kept his office open in the Butler home for use of the Guard and airport officials.

The Rutland Fire department was well represented with one piece and the service car. Fire Chief Alfred H. Koltonski and Deputy Chief Ralph R. Bean were in charge of the apparatus.

Between 40 and 50 young men applied to Army officials for information about the process of becoming air cadets and more than 20 actually signed applications to enter the service, it was stated. Those who filed applications were "tagged" and offered the chance to ride in the CAP planes at the field, by way of drawing their tag stubs from a fireman's boot at the field.

Frank A. Vennett, manager of the Paramount theater, and Lieut. Olga Thompson of the WAC con-

ducted the drawing, with 20 names selected. They and their less fortunate fellows all were guests of Vennett at the theater last night at a showing of the Army-approved "Bombardier" starring Pat O'Brien.

First four to take the air in the CAP planes were Donald O'Bryan of 35 Summer street, Arthur White of 76 Harrington avenue, Elmer Lengyel of Proctor and Chan Smith of Cuttingsville.

Others whose names were drawn for the later flights, and most of whom were given short rides before hope for better flying weather was given up for the day, were Alan D. Snyder of 43 Bellevue avenue, Cleo Brown of 11 Deer street, Francis Ettori of 73 Plain street, Albert C. Coladonato of 123 Post street, Philip Hugny of 100 Harrington avenue, Donald M. Wood of 73 Harrington avenue, Thomas E. Mangan of 44 Engrem avenue, and Raymond E. Johnson of 139 Killington avenue.

Also Donald J. La Pine of Pittsford, Donald Hebert of North Clarendon, James A. Abbott, Donald S. Arnold and Donald W. Chamberlain of Bethel, Howard Caryl of Brandon, Walter F. Bardsley of Cavendish and Robert J. Worthen of Fair Haven.

Others in the group of prospective cadets were William and Gerald Quinn of 54 Engrem avenue, Donald Mangan of 44 Engrem avenue, Robert Healy of 72 Forest street, John Roderer of 2 Jackson avenue, Elmer Goodspeed of 98 Bellevue avenue, Arthur Briggs of 113 Harrington avenue, Arthur Cheney of 24½ Crescent street, Frank Orzell of Castleton and Charles Lorette of Middlebury.

Accepted!

Certificates of acceptance as Army aviation cadets were presented to seven young men last night on the stage at the Paramount theater by Maj. Charles H. Roberts, commanding the Rutland Armed Forces Induction district. All seven, called up during the performance of "Bombardier" at which other prospective cadets were guests, were congratulated on their success in becoming members of the reserve soon to be called to start cadet training.

The seven were: Robert E. Blay of Rutland; Gordon A. Manley, Keith D. Sharrow and Robert J. Smith, jr., of Ludlow; Robert J. Worthen of Castleton; P. Elmer Lengyel of Proctor; and Walter F. Bardsley of Cavendish.

Thanks

Mayor Wayne N. Temple last night thanked, in the name of the city, all persons who aided in the work yesterday at MacArthur airport.

"It was disappointing we had no Army planes," the mayor said, "but we would not want the lives of our flyers or the ships they fly risked in bad weather."

"We would have had a good show here for the thousands who came out to the airport, if the weather had been good to us," he said.

Big Plane Lands Here

Lieut. Wallelt, in 28-Passenger Transport, Makes Brief Visit.

Lieut. William B. Wallelt, jr., arriving home for a brief visit with his parents, Mr. and Mrs. W. B. Wallelt of Meadow street, piloted a 28-passenger, two-engine Army transport plane into MacArthur airport Saturday afternoon. The C-56 transport plane, out of Sedalia Field, Warrensburg, Mo., is the largest to land at MacArthur airport since the runways were completed.



LIEUT. W. B. WALLETT, JR.

Upon arriving over the city the 25-year-old pilot circled over his home to let his mother know that he had arrived. The big craft landed neatly on the airport's east-west runway, using less than half of the strip for the operation. Harry Lichtenstein, U. S. Army engineer under whose supervision MacArthur airfield was constructed, and who was present when the plane landed, said that it is the largest ever to land here.

Lieut. Wallelt hopped out, turning the craft over to a co-pilot, who went on to his home in Providence, R. I. The pilot took off at 6 o'clock because he said he had to be home before dark.

Meeting Lieut. Wallelt at the field was a classmate, Pvt. William Conway of Cleveland avenue, who returned last night by train to his post in Spokane, Wash.

After less than a 24-hour visit at his home, Lieut. Wallelt left MacArthur airfield by the same plane late yesterday afternoon. More than 100 persons, including relatives and friends, were on hand to see him off. They thrilled at the ease with which the giant bird landed and took off from the trim runways.

The pilot said that they were due back at Warrensburg, Mo., a distance of 1400 miles, by midnight last night.

The C-56 transport, which normally carries 28 passengers and a crew of four, brought two pilots, two co-pilots and a radio man, with 17 passengers, all Air corps officers, east on the brief week-end trip. The plane made its first stop Saturday morning at Columbus, O., where it was delayed by bad weather. Eleven passengers left the plane at the Newark, N. J., field, and it was late Saturday afternoon when it arrived in Rutland.

Lieut. Wallelt said that he was gratified to see that the field was opened, otherwise it would have been necessary to land at Burlington, shortening his home visit.

Writer Sees City Airport

Lieut. Helen Perrell, Marine and World Traveler, Praises MacArthur Field.

Describing Rutland's Municipal airport in Clarendon the most beautiful she ever has seen, First Lieut. Helen Perrell of Philadelphia, former lecturer and writer, who has traveled extensively by air on many continents, made an inspection visit to MacArthur field yesterday afternoon in company with other officers.

Lieut. Perrell, assistant for Women's Procurement at the headquarters of the Eastern division of the U. S. Marine corps, Women's Reserves, and a former teacher, was the second woman to receive a commission in that branch of the service. She has traveled 200,000 miles around the world as a lecturer, gathering material for her work, and fulfilling desires to visit as many parts of the globe as possible.

She stopped at airports in Java, many North African countries, and countless fields in North and South America in her travels, she stated, but the scenic beauty of MacArthur field is one of the most delightful she ever came upon. "Imagine the sensation upon sight of such scenery the traveler coming in here will experience," she commented to Harry Lichtenstein, U. S. Army engineer in charge of construction of the airport.

The Marine officer referred to the increasing growth of air travel throughout the world, when men as well as women become aware of the opportunities it offers in the future. Fifty per cent of the women enrolling in the Marines are to be assigned to duty in airfields, she said. At Cherry Point, N. C., where she has just visited, Marine Women reserves are receiving instruction to replace men at Marine air bases in such work as control tower operations, checking planes, office work, aviation and repair work, mechanical work and aerology. These women will be ready to continue this line of work after the war, she said. Similar instruction is underway for women Marines in Parris Island, S. C., Quantico, Va., and other places, Lieut. Perrell stated.

Making the visit to the airfield with Lieut. Perrell were Capt. F. V. Burgess, Sergt. Hazel Ward and Sergt. Dan Wetlin.

US Engineer Finishes Job

Harry Lichtenstein, Resident
Official on MacArthur Air-
port, Leaves Today.

With the construction of MacArthur airfield, Rutland city's big, scenic airport originally intended for military use, virtually completed, Harry Lichtenstein, U. S. Army, resident engineer, who has directed the construction work since May 30, 1942, will leave Rutland today for New York, where he will report for another assignment.

The federal government has invested approximately three quarters of a million dollars in the field, to which the city and state have added about \$35,000. Early this month, Rutland city voters authorized the expenditure, when found advisable by the Rutland airport commission, of \$60,000 for the construction of a hangar and other improvements.

The airfield, located on the site of the former Butler farm in Clarendon, was originally planned to provide an auxiliary or dispersal field for use of the Army Air force. When the trend of World war II turned in favor of the Allied nations, the Army found it advisable to concentrate more construction on a smaller number of field. It was through this change in world events that a federal gift of an airport to the city came about.

Actual construction work at the densely wooded farm land started on June 2, 1942. The first job which confronted Engineer Lichtenstein and his assistants was the clearing of approximately 550 acres of elm, maple and pine trees, as well as brush. The trees were cut, and uprooted by the use of bulldozers and cranes.

In addition a considerable amount of rock was removed, including one 25 feet high which was blasted from where the center of the north-south runway is now located. Other rocks were removed from the extreme north end on the west side of the north-south runway, and from the south side of the east-west runway, near Ruote 7.

Large swamp areas were drained to prove a staple base for the pavement and shoulders. Grading work was carried out to offset irregularities of the terrain. Some hills ranging from less than one foot to as high as 12 feet were removed, and other places were filled in to level the location of the runways and shoulders. After the grading for runways and shoulders a 12-inch gravel base was installed, on which was placed a six-inch stabilized base. Over this was built a three-inch pavement of bituminous concrete. The 12-inch gravel base was installed for drainage, and the six-inch base serves as a foundation for the pavement.

Drainage pipes were constructed on each side of both runways to take care of surface water on the pavement and on shoulders outside.

Samples of the soil of the field were given a laboratory test, after which the soil was treated with lime and fertilizer before seeding.

The lightning system at MacArthur airfield consists of boundary lights at the sides of the runways and range lights at the ends of the runways. There is a wind tee which is illuminated for night flying operations. During the day a wind cone serves as a guide to pilots in landing.

A 60-foot tower has been built on which a rotating beacon has been installed and on which the wind cone is set.

There is also a control house from which all lighting operations are controlled, and to which the electricity from the power lines is furnished.

From 225 to 250 construction men have been employed at the airport continuously during major operations. The Fitzgerald Brothers company of Troy, N. Y., carried out the contract on grading and drainage; B. A. Simione of Medford, Mass., the contract on paving, lighting and seeding. The latter firm also received the contract this spring to put in the taxiway, the apron and the access road to route 103.

Working with Lichtenstein has been a staff of 20 engineers and inspectors. In recent months, covering the greater part of this present year, there were 11 on the staff.

The work was carried on up to December 15, 1942, under the supervision of the New York district office of U. S. Army engineers which is headed by Col. A. B. Jones. After that time the work was transferred to the Providence district, which is in charge of Lieut. Col. E. W. Garbisch, district engineer.

Money for the construction was furnished by the Civil Aeronautics administration from funds this branch received for the development of civilian airports. Capt. E. Fletcher Ingals of Boston, CAA district airport engineer for the north-eastern district, has been in charge of inspections.

All work at the MacArthur airfield has been accepted by the CAA authorities, the War department and the United States Army engineers' staff of the Providence district.

There is only a small amount of work to be completed. This includes the construction of three culverts, authorized by the CAA, and for which Earle & Merry, a Rutland firm, has been awarded the contract. This is expected to be completed within 10 days or two weeks.

Lichtenstein, a graduate of New York university, has been active as an engineer for more than 30 years. Before coming to Rutland he was in charge of construction of Stewart Field at Newburgh, N. Y., a training field for West Point cadets, and of the Idlewild airport near Jamaica, L. I.

With Mrs. Lichtenstein, he maintains a residence in New York.

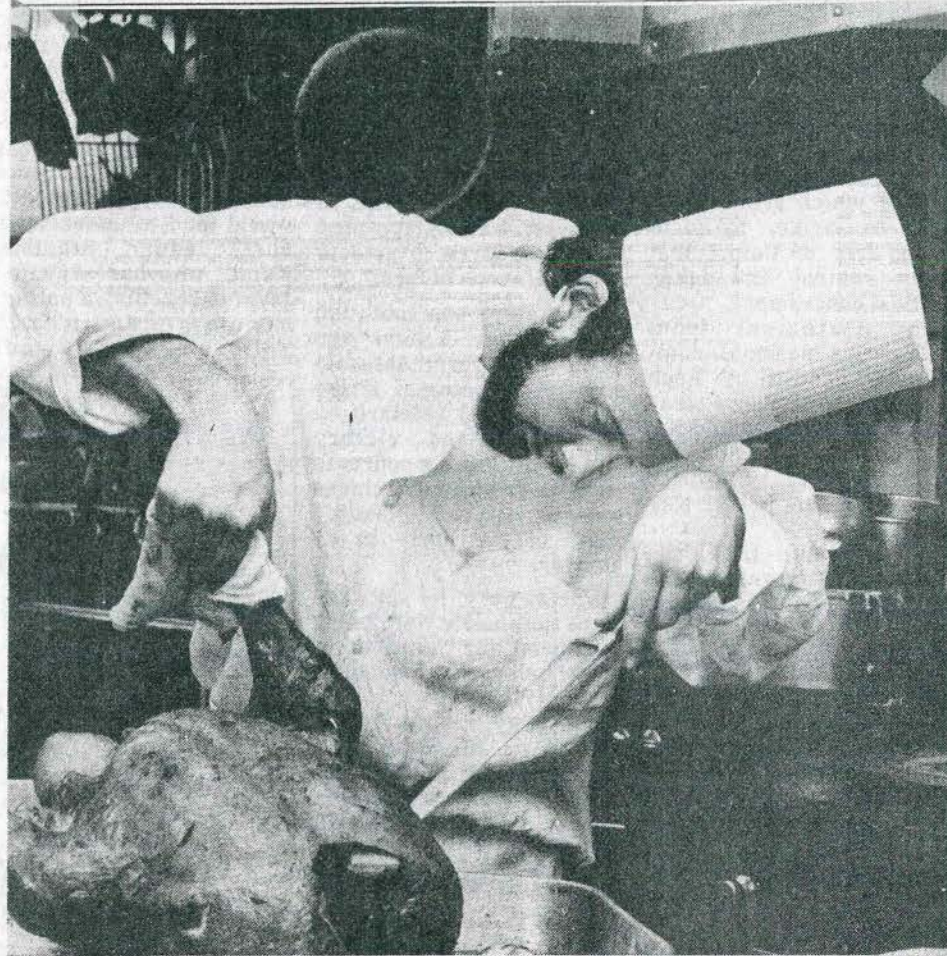
Tonight the Rutland Airport commission, consisting of G. E. McLaughlin, George C. Cobb and Carleton Wilson, will meet with City Attorney Milford K. Smith and members of the aldermanic committee on ordinance revisions, to draw up ordinances for the operation of the airfield.

RUTLAND HERALD

RUTLAND, VERMONT, THURSDAY MORNING, NOVEMBER 27, 1989

Turkey Carving

Vermonters will be carving their turkeys today, maybe not with as much skill demonstrated here by Sous Chef Thomas Tucker at Royal's Hearthside Restaurant in Rutland, but with the end result being nearly the same.



(Photo by Walsh)



Herald Photo.

Harold C. Rivers, left, and Preston D. Forbush are shown above just before melting down a part of the 3000 pounds of tinfoil received from Bennington for the Shriners' hospital fund. In the background is the smelting shanty in which the men take turns smelting the foil on a blacksmith forge.

Masons of Bennington Send Largest Shipment Of Foil for Shriners

Cairo Temple's tinfoil smelting plant, the only melting furnace run by the Shriners in the country, received its largest single shipment of tinfoil for the Shriners' hospital for crippled children when W. B. Bissell of Bennington recently delivered 3000 pounds of tin and lead foil to the smelting forge in the back yard of Preston D. Forbush's home on Burnham avenue.

Shipments from all over the country have been received by Cairo Temple, according to Tinfoil Chairman A. C. Mason, one shipment coming by mail from Arizona. The furnace annually smelts about 10,000 pounds of foil and the Shriners have collected more than \$3500 from sales of the smelted metal since the plant has been in operation.

The Bennington shipment was collected from churches and organizations throughout Bennington county and represents almost a third of the usual yearly average of foil. Cigarette foil is separated from the paper by the girls at Riverside reformatory but other than that the Cairo Temple does all the work connected with the smelting, sorting, melting, mixing and casting. The resultant pigs are then sold to the highest bidder.

Our House 1 ajm .jpg



OUR HOUSE --- Pat and Paula Patorti owners of Our House located on corner of Stratton Road and Jackson Avenue in Rutland.... Staff Photo by Albert J. Marro ... 5/31/01

Rutland Daily Herald
February 8, 1950

Apartments To Be Built

**\$125,000 Project on Crestwood
Property Expected to Begin
in Spring.**

Construction of an apartment building containing 16 to 20 dwelling units on the old Crestwood property is expected to begin this spring.

A permit authorizing the construction was granted by the board of aldermen Monday subject to the approval of Donald C. Noyes, city building inspector and zoning administrator.

The permit was sought by James S. Abatiell as agent. Abatiell said yesterday he is not yet ready to divulge the names of those who are planning the construction.

Estimated cost of the building was placed at \$125,000.

Plans have already been drawn up for a two-story brick structure fronting on Grove street. The plans are adaptable to 16, 18, or 20 dwelling units, according to Abatiell.

Abatiell has obtained an option to buy the property from Robert C. Boynton.

The property on which the apartment building would be located is the northern portion of the land on which the old Crestwood hotel was situated. The southern section was given to the city after the hotel was torn down.

The odd-shaped lot now owned by Boynton is 180 by 360 feet at its smallest dimensions. Alderman Payson R. Webber said at Monday's meeting that the plans apparently conform to the city's zoning ordinance. The lot is in a residence "B" district.

Abatiell said the apartments will be the finest in the city, equipped with the most modern conveniences.

Rents will range between \$70 and \$90 a month, he said.

He pointed out that additional housing, while not at present an acute need in Rutland, is a vital necessity to the future development of the city.

New industries invited to locate here always inquire about housing available for their key personnel, he said.

In his letter to the board, Abatiell said the financial backers of the project required the city's approval within a few days.

The board also approved a permit for the state highway department to build a \$5000 general storage warehouse between Second and Fourth streets.

Rutland Daily Herald
December 14, 1950



Herald Photo—Merusi.

Equipment at work at the site of the former Crestwood hotel where ground work has begun for the building of the \$150,000 Crestwood apartments by the Crestwood Apartments, inc., of Burlington. The double-winged structure will have 16 apartments, eight in each wing.

Rutland Daily Herald
December 13, 1950

Begin Work on 16-Apartment Housing Unit to Cost \$150,000

A milestone was passed in Rutland's growth this week, when construction work began on the city's first full scale apartment house—the first building to be erected here expressly for apartment house purposes.

The \$150,000 project, being built by Crestwood Apartments, inc., of Burlington, is located on Grove street, just north of Library avenue, the site of the old Baxter mansion. The property fronts 185 feet on Grove street, 150 feet on Seabury street and a 30-foot right of way on Library avenue.

Crestwood apartments will be a two-story, double-winged structure, with 16 apartments, eight in each wing. The modernistic building will have large "thermopane" glass picture windows, with the west end elevated on columns over a flagstone terrace, according to plans drawn by the architects, the firm of Whittier & Goodrich of Burlington.

The general contractor, S. Fascioli company of Burlington, said

the tentative completion date is August 1 of next year. Work will probably continue throughout the winter, with local labor to be hired for the job "wherever possible," the contractor said.

The Crestwood corporation has indicated that another apartment building may be constructed on the same site if the current project proves profitable.

Owners of the corporation are Irving Cohen and Charles Castonguay of Burlington, who purchased the property in September from James S. and Clement J. Abatiell of Rutland. Federal Housing administration loan commitments already made for the project were included in the deal, the former owners said yesterday.

Although a number of large private homes here have been converted into apartment houses, and several downtown buildings are used for this purpose, local realtors said they believed the Crestwood would be the only building in Rutland designed solely for this use.

Rutland Daily Herald
January 15, 1951

The Crestwood Apartments, inc., of Burlington Friday recorded a \$125,000 mortgage on its land at Grave and Seabury streets to finance construction of the 16-family apartment house the company is now building on the site.

The mortgage, with the Vermont Savings bank of Brattleboro, includes only the eastern portion of the property. The loan is secured by the Federal Housing administration, and terms of the agreement between the mortgagor and mortgagee are subject to the provisions of the National Housing act.

Maturity date on the mortgage is May 1, 1984.

The land on which the apartments will be constructed was sold to Crestwood Apartments, inc., on October 2, 1950, by James S. and Clement J. Abatiell. President of the Burlington firm is Irving Cohen.

Construction work has been under way on the project for several weeks.

New Apartment House Nears Completion

After two years in the process of construction the first four apartments of Crestwood Apartments on Grove street, near Seabury street, will be ready for occupancy by the first of March.

Opening of the new apartment house will make 16 more apartments available in the city of Rutland, which has long felt the pinch in housing facilities.

Robert W. Fox of 14 Charles street, agent for Whittier & Goodrich of Burlington, owners of the apartment building, said last night the remaining 12 apartments will be ready for occupancy by March 15.

Fox said the first four apartments have already been rented, as have several of the others which will not be ready for occupancy before the middle of next month. He added he had received a large number of inquiries about the apartments.

There will be no public showing of the apartments prior to their opening, according to Fox.

All apartments consist of four and one-half rooms, including a large living room, 20 by 12 feet, two large bedrooms, a bathroom complete with shower and tub and modern kitchen, equipped with electric stove and refrigerator.

All apartments are heated with radiant heat and all windows in the building are of thermo-pane construction.

Some of the apartments have washers and dryers, while automatic laundry equipment is made available for all tenants in the basement.



Herald Photo—Merusi.

John R. Brooks (right), who will be manager of the Samica corporation, a new industry that will be established here, is welcomed to the Rutland Chamber of Commerce banquet meeting by retiring chamber president, Samuel Stowell. Brooks outlined the reasons why his company decided to locate in this city.

Samica Corp. To Build Plant Here

Subsidiary of Schenectady Firm to Begin Construction May 1.

The Samica corporation, a subsidiary of the Mica Insulator company of Schenectady, N. Y., will build a large plant here this summer for the manufacture of mica paper, it was announced last night at the annual meeting of the Rutland Chamber of Commerce.

Construction of the new plant is planned to start on May 1, and production to begin by September 1, it was announced by the president of the corporation, M. A. Chapman of Schenectady, who is also president of the Mica Insulator company and has a summer home in Dorset. The manager of the new plant, John R. Brooks, will live in Rutland.

The manufacture of paper from mica for electrical insulation is new in this country. The corporation's statement said that during the first year of operation, while the process is being developed, it is expected that no more than 20 men will be employed. When production for the market is under way in the first unit of the plant, two more shifts of 10 men each will be added, making total employment of 40 men in the first unit of the plant.

The plan will start with only one production unit. However, it is anticipated by the company that more units will be installed as the process is developed. The main building of the plant will be 80 feet by 200 feet with a wing 80 feet by 30 feet. There will also be a separate building for mica storage.

The company statement said that it wishes to use local men for the operation with the exception of necessary managerial and technical personnel who will be transferred to Rutland from Schenectady. All employees will be men except the office force.

The new Samica plan, the first entirely new industrial plant to be built here in many years, will be located along the Cold river east of Route 7 and near the Rutland railroad in the town of Rutland. It will be built on land purchased from Abe Newman by the Rutland Development corporation and re-

(Continued on Page 15.)

sold to Samica. The Development corporation will retain approximately 25 acres of the land for other industrial prospects.

The statement of Samica said that "the decision to locate the plant in Rutland was prompted primarily due to the efforts of the Chamber of Commerce and the Rutland Development corporation and the excellent water supply from Cold river. The pioneering work of contacting and inducing this company to settle here was accomplished by Messrs. Albert Cree, Malcolm Hatch, Sam Stowell, Ernest Hathaway and Robert Mitchell. Samica corporation wishes to express their appreciation for the co-operation extended by everyone."

The Samica plant, according to the announcement, will be designed by the local architectural firm of Webber and Erickson and "every effort will be made to complement the natural beauty of the surroundings with the design and layout of the plant. Local contractors and labor will receive full advantage of handling the construction with competitive bidding by outside contractors."

The company description of the new mica product said "Samica paper will be processed somewhat like that of pulp paper on a special Fourdrinier paper machine. It is expected that this material will cause a revolutionary change in the electrical insulation field. It will, in a large part, replace mica splittings which are almost wholly furnished by imported mica. Mica from mine waste and scrap can be used which will open a market for the micas from the United States. Samica paper will be sold to companies forming electrical insulation.

"A few of the applications of this insulation are in generator and motor commutator segments, slot cells, coil forms, high tension terminals, radio tube supports, soldering irons and electric toasters.

"As there are no satisfactory substitutes for mica in electrical insulation, this new Samica paper is of extreme strategic importance due to any possibility of a stoppage of imported mica.

"The credit for the first processing of mica into continuous sheets belongs to a Frenchman, Jacques Bardet. After considerable experimenting a processing plant was built in France. This plant is at this time supplying Samica corporation with the Samica paper for introductory sales to the electrical industry. When the Rutland plant is operating it will furnish this supply."

Group to Aid New Firm

Rutland Development Corp. to Finance \$10,000 Access Road to Samica Plant.

The Rutland Development corporation has agreed to finance the construction of an access road from Route 7 to the proposed site of the Samica corporation on the Abe Newman farm at a cost of between \$10,000 and \$11,000, it was learned yesterday.

Albert A. Cree, president of the corporation, also outlined how the group purchased the land on which the new plant of the Samica corporation will be constructed this summer.

He said the corporation purchased 50 acres, 25 of which was resold to the Samica corporation and the other 25 acres held as a possible location for another new industry for the city.

Cree added, however, the Samica corporation has first refusal of the additional land at the same price it would be offered to another concern.

The promise to construct the access road from Route 7 to the site of the proposed new plant, construction of which will be started as soon as possible, was part of the agreement which brought the Samica corporation to this area, Cree explained.

He said the Rutland Development corporation, in order to raise money to purchase the land and construct the road, dipped heavily into its reserve account and also took a mortgage on its parking lot property at the corner of Willow and Edson streets, which earlier in the year had been offered for sale to the city of Rutland.

Action on the part of the Development corporation, Cree said, was along the lines of the purpose of the group, which is to work for the development of the city of Rutland.

John R. Brooks, who will manage the Samica corporation plant here, said the original plant will be one story, 80 feet by 200 feet with a 30 by 80 foot wing, plans for which are already being drawn by the architectural firm of Webber & Erickson.

Bids will be sought for construction of the plant, Brooks declared, and added he hoped local contractors would bid on the contract and that local building craftsmen would be used in its construction.

Samica Corporation Seeks Bids for Building Plant

Plans Call for Completion of Construction by Middle of September With Operations to Get Underway Here With One Shift Employed by December.

Samica corporation, Rutland's newest industry, expects to award a building contract in about two weeks for its new plant, John R. Brooks, manager, said yesterday. The corporation advertised for bids Saturday for the plant to be built along the Cold river and the Rutland railroad east of Route 7 in the town of Rutland.

Plans call for finishing the buildings about the middle of September with operations to get underway by December, Brooks said.

Twenty men, mostly Rutland area residents, will be employed at the plant by December on one shift. With the development of expected expanded production, two additional shifts of 20 men each will be added, according to the manager.

Webber & Erickson, Rutland architectural firm, designed the clean-cut, one-floor building which will be located approximately one-half mile from Route 7.

The main building of concrete blocks will be about 80 feet wide by 200 feet long. A wing to house the water filter and boiler rooms will be 30x80 feet.

A storage shed 40x100 feet will be built about 140 feet from the plant for storage of raw materials. Offices in the main building will face east.

The Rutland Development corporation which sold 25 acres to the Samica corporation for the new industry is building a road from Route 7 to the corporation property, expected to be finished in about a week.

Samica paper, the product to be made by the new firm, is something new in the electrical insulation field. The process was developed by Jacques Bardet in secret experiments carried on in France under German occupation during World War II. Using mica smuggled into the country and keeping the secret from the Germans, Bardet developed the process which was put to use about three years ago when a plant was set up at Valvoie, France.

The new Rutland plant will be the second in the world and the first in the United States. Much of the machinery for the new plant, ordered months ago, is being specially built in US factories.

Mica will be shipped here from India, South America, Africa and from some US mines. The mica particles will be put through a thermal process, then a chemical process before being beaten into a pulp.

The pulp will be passed through a special Fourdrinier paper machine, coming out in continuous rolls of Samica paper.

About 90 per cent of all mica used in the country now comes from India. With the new process, according to Brooks, the Rutland plant hopes to be able to use all that can be supplied from the US.

The finished product will be shipped, mostly by truck, to companies which manufacture electrical appliances. Such companies now use mica by splitting and combining it in a series of processes, mostly hand operations.

One reason why the US has not been able to compete with production of mica splittings in other countries is the differences between costs of hand labor, Brooks said.

The new process also will be able to utilize mica from mine waste and scrap which will open a larger market for US micas.

The new corporation, headed by M. A. Chapman of Schenectady, also president of the Mica Insulator company, is using Samica paper made in France in its introductory sales presentations.

Noyes to Build Samica Plant

Rutland Contractor Successful Bidder on New Industrial Building to Open This Fall.

C. G. Noyes of 48½ Center street was named yesterday by Samica corporation as successful bidder on a general contract to build its new plant along the Cold river and the Rutland railroad east of Route 7 in the town of Rutland.

Hall Brothers of Randolph, one of eight other general contractors seeking the job, had the second lowest bid, according to Samica officials.

Noyes' bid was not announced.

Pinney Electric company of 159 Woodstock avenue submitted the low bid for electrical work and the Lyman A. Russell corporation of 5 Nichols street the low bid for plumbing, heating and ventilating.

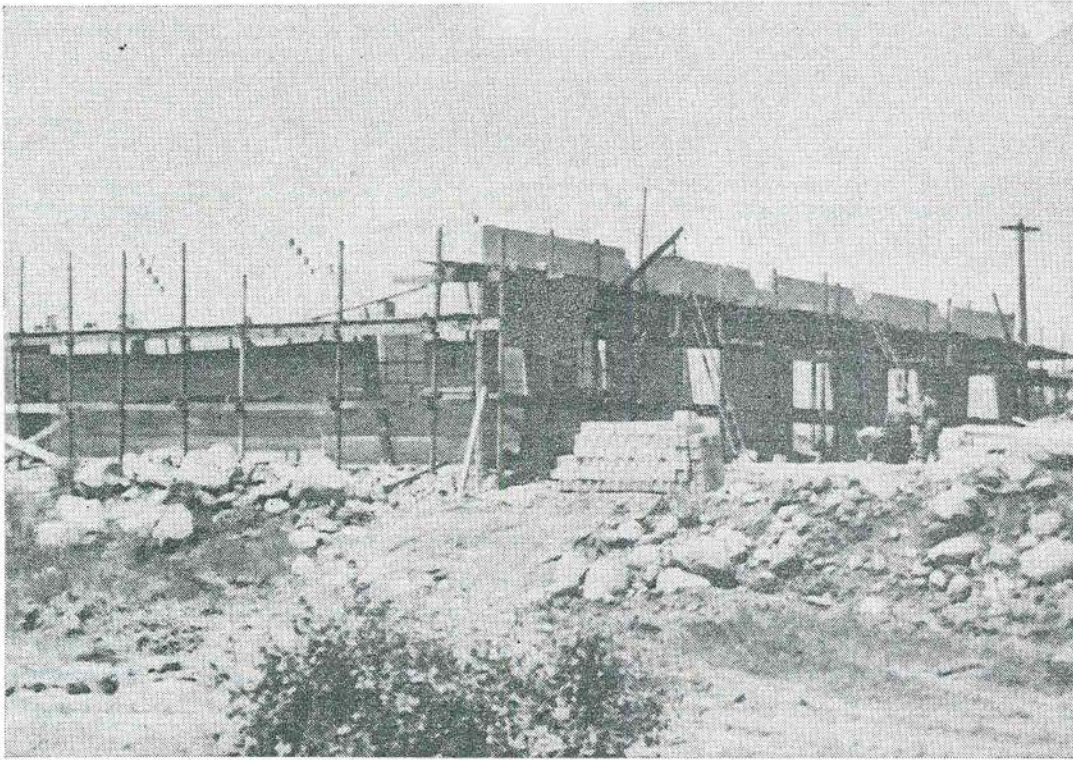
Construction will start within a few days according to Samica spokesmen who said plans call for finishing the project about the middle of September with operations to get underway by December.

The one-floor main building of concrete blocks will be about 80 feet wide by 200 feet long. A wing to house the water filter and boiler rooms will be 30 by 80 feet. A storage shed 40 by 100 feet for raw materials will be built about 140 feet from the plant.

The new Rutland plant will be the second one in the world to produce Samica paper which is used as insulation by makers of electrical appliances. By December, the corporation expects to have 20 men, mostly from the Rutland area, working at the plant. With anticipated production, additional men are to be added.

Webber & Erickson designed the Samica plant which will be managed by John R. Brooks of 1 Howard avenue. M. A. Chapman of Schenectady, N. Y., is president of the Samica corporation.

General contractors who submitted bids for the plant were Noyes, Hall Brothers, Donald C. Noyes of Rutland, John A. Russell corporation of Rutland, Swanburg Construction corporation of Manchester, N. H., Bagley-Mucci, inc., of Medford, Mass., Carroll, Verge & Whipple, inc., of Pittsfield, Mass., Christensen & Nielsen of Schenectady, N. Y., and Wright & Morrissey, inc., of Burlington.



Construction progresses on the Samica corporation plant building off Cold River road where operations are expected to start in October. John R. Brooks is plant manager. The corporation will employ about 40 men. It is a subsidiary of the Mica Insulator company of Schenectady, N. Y., which makes mica paper used for electrical and heating insulation and general decorative work.

Progress At New Plant

Walls Going Up on Samica Corporation's Buildings South of City.

The Samica corporation plant on the Cold River road is expected to start operations in October, according to John R. Brooks, plant manager.

"Construction is moving along fine," Brooks said last night. "The storage building should be finished in a couple of weeks."

Brooks said that the storage building walls were completed. Contractor Charles G. Noyes is almost ready to put up the roof, Brooks declared.

The storage building is a separate building, 40 feet in width and 100 feet long.

"Footings have been installed in the main building and the foundation walls are partly erected," Brooks asserted.

The main building will be 76 feet wide and 200 feet long with a wing 32 feet wide and 84 feet long. Construction of the concrete walls of the building will probably start next week, Brooks stated.

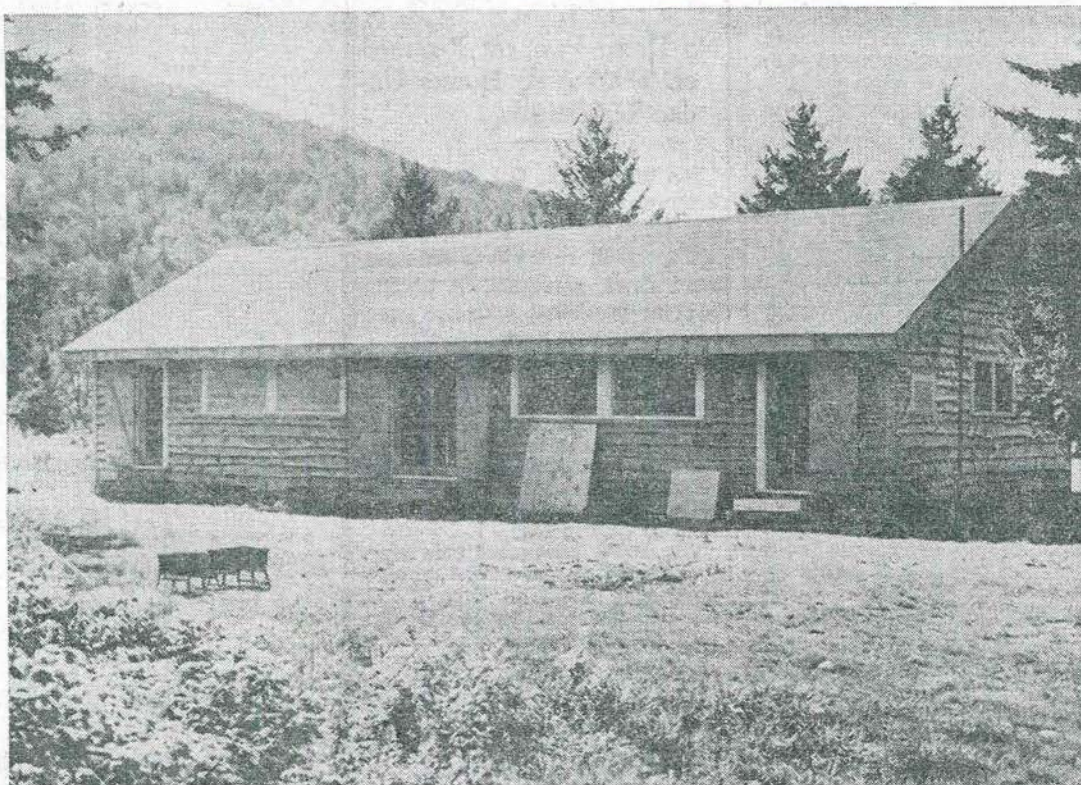
The Samica corporation will employ about 40 men, 20 on a day shift and 10 on each night shift. The Rutland plant, a subsidiary of the Mica Insulator company of Schenectady, N. Y., will manufacture mica paper, which will be used for electrical insulation, heating insulation and general decorative work.

Construction of the plant began May 28. Lyman A. Russell corporation of 5 Nichols street will do plumbing, heating and ventilating work at the new plant, while the Pinney Electric company of 159 Woodstock avenue will do the electrical work.

The plant was constructed here due to the efforts of the Chamber of Commerce and the Rutland Development corporation which sold 25 acres to the Samica corporation and built a road to the corporation property from Route 7.

The pioneering work of contacting and inducing the company to erect a plant here was done by Albert A. Cree, Malcolm S. Hatch, Samuel Stowell, Ernest C. Hathaway and Robert W. Mitchell.

Rutland Daily Herald
October 2, 1952



Herald Photo—Merusi

The main dining building, raised by voluntary labor for the Rutland Girl Scout council at the camp center at Aitken state forest.

Proctor Mansion Where Presidents Were Feted Being Razed

Home of Family Which Gave State 4 Governors

Rutland Daily Herald
June 22, 1950

Presidents Harrison and McKinley Royally Entertained By Late Senator Redfield Proctor Who Served as War Secretary in Harrison Cabinet; Theodore Roosevelt There the Night Before McKinley Was Shot.

BY BETTY M'WHORTER.

PROCTOR, June 21.—Razing of the Proctor mansion, in which three presidents of the United States have been entertained, began here yesterday.

The 70-year old house, where Presidents Harrison and McKinley were royally feted and where Theodore Roosevelt slept the night before McKinley was shot, is expected to be demolished by late summer.

Built in the early 1880s by the late Senator Redfield Proctor, secretary of war in President Harrison's cabinet, the place has been the home of the family which has given Vermont four governors.

Senator Proctor himself was chief executive from 1878 to 1880. His two sons, who spent their boyhood in the Proctor mansion, served as governor after him, the late Fletcher D. Proctor, from 1906 to 1908, and Redfield Proctor, present head of the Vermont Marble company, from 1923 to 1925, while his grandson, Mortimer R. Proctor, held office from 1945 to 1947.

The house is now owned by Mrs. John D. Proctor of Washington, D. C., who inherited it from her aunt, the late Miss Emily Proctor, whose home it had been since the death of her parents.

The first of the three famous visitors to the Proctor home, President Harrison, arrived August 28, 1891, two years after Senator Proctor had gone to Washington as secretary of war.

A handbill announcing the forthcoming presidential visit announced:

"Everybody invited to welcome President Harrison, Friday evening, August 28, 1891. The torchlight procession will form north of Vermont Marble company's office at 7:30 o'clock. Reception at Gov. Redfield Proctor's grounds at 8:30. Everyone asked to illuminate their residences and make the town as attractive as possible. Let us give him a genuine Vermont welcome."

The newspaper account of the celebration states that "Early in the evening the houses of Secretary Proctor.... and the offices of the Company were lighted up.... Before the full blackness of the

night had come on, the little village was in colored lights, while from an arch in front of Secretary Proctor's house the word 'Welcome' gleamed in letters of fire.... The village people to the number of nearly a thousand had gathered on the lawn of Mr. Proctor's house and in the roadway before it. As the torchlight procession approached the Proctor mansion a great flame leaped up from the top of the mountain across the valley, more than a mile away. Answering it, signal fires flamed from a dozen hilltops all around, while through the village columns of fire from great torches of pitch and shavings made the cloud-hung heaven red with their glare. From the hills to the left, also, rockets and bombs were sent up. Across the valley was stretched half a mile of Chinese lanterns. It was five minutes of nine when the head of the procession reached Secretary Proctor's house."

President Harrison, in his speech, called the reception "one that I have never seen excelled."

The second presidential visit to the Proctor home was in August, six years later, when President and Mrs. McKinley, accompanied by Secretary of War Alger, stayed overnight at the Proctor home.

Again the place was decorated for the occasion, with red, white and blue lights suspended from the shrubbery, the American flag flying from a pole surmounted by a circle of lights, and "Every arch, cornice and line of the house.... so accentuated by electricity that the moon overhead seemed to shed a dim apology for living."

Redfield Proctor recalls the night

before McKinley was shot in 1901 when Theodore Roosevelt, then vice president, stayed overnight at the Proctor mansion.

A band concert had been arranged for the occasion, but at a crucial moment the wires broke down and the lights failed. Proctor, then in his early 20s, met the crisis by standing on a soap box and holding the wires together while the band finished the concert.

The next morning, Roosevelt left for Isle La Motte to attend the annual meeting of the Vermont Fish and Game club. It was there that he received word of McKinley's assassination.

The following year, on September 1, President Roosevelt and his party again visited Proctor, this time for a half hour stop during which he spoke from the piazza of Senator Proctor's house.

The next big event at the Proctor mansion was on June 1, 1903, the 73d birthday of Senator Proctor, when he was host at a reunion of the 15th Vermont regiment, in which he had been colonel during the Civil War.

A special train, provided by the host, started at Newport and traveling through Barton, Wells River, St. Johnsbury and Montpelier arrived here with 250 passengers.

A special event of the day was the surprise presentation to Senator Proctor by his comrades of a gold-headed cane.

Senator Proctor was serving in the United States Senate at the time of his death in 1908. Mrs. Proctor died in 1915, and their daughter, Miss Emily Proctor, lived in the family home until her death about three years ago.

The house now being demolished

contains some 20 rooms and eight baths.

Besides the 10 bedrooms, including a master bedroom with fireplace which opens onto a sunporch, there is an upstairs office overlooking the Otter creek. Downstairs the square front hall leads to a music room on the right and sitting room on the left, both with fireplaces. Across the front of the house is what was referred to in the Gay Nineties as a piazza.

Kitchen, laundry, butler's pantry, gun room, servants' rooms, and a huge attic complete the lay-out.

Also scheduled to be razed is a greenhouse in the back yard. A modern-looking brick garage large enough to accommodate several cars will be left untouched.

The buildings, located at one end of the marble bridge in Proctor village between Otter creek and the railroad, are nearly hidden be-

hind evergreens, lilac bushes and other shrubbery.

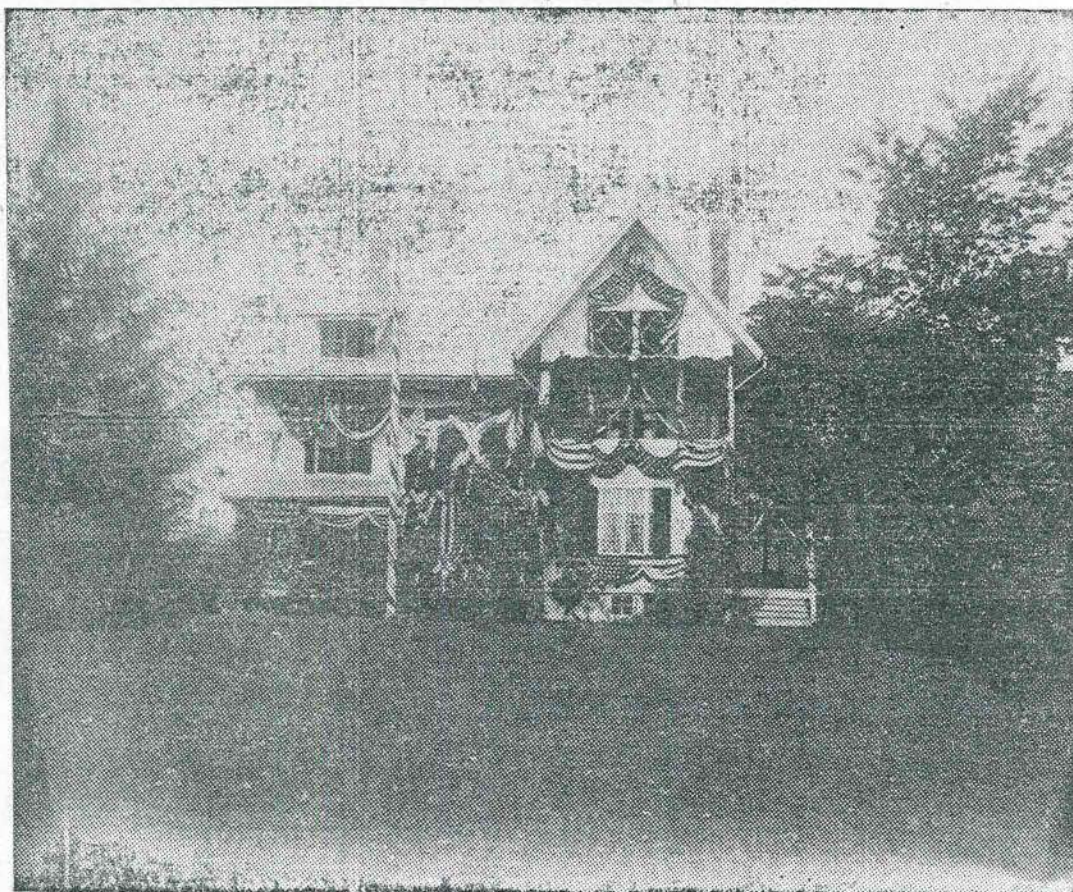
The present owner's plans for the site are unknown.

Though the mansion will soon be gone, one landmark connected with Senator Proctor cannot be destroyed.

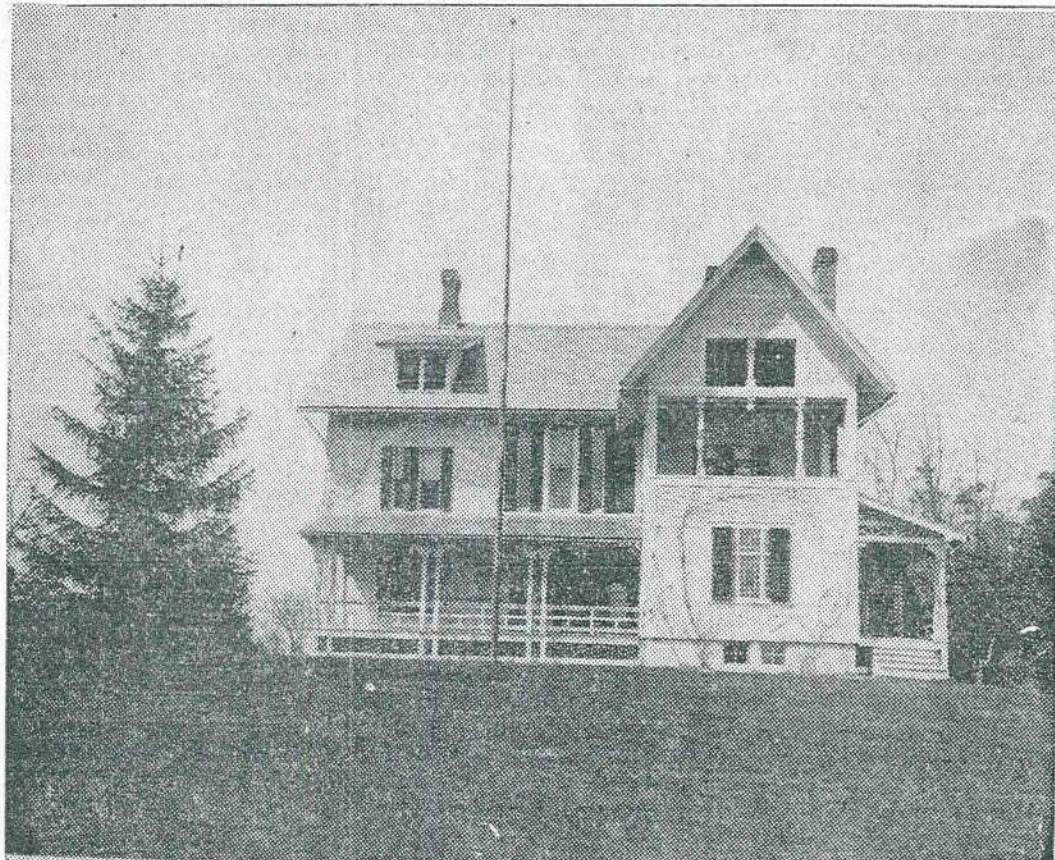
Near the home of Redfield Proctor, in what was a pasture in post-Civil War days, lies buried Old Charley, the Morgan horse which the colonel rode in the war between the states.

The grave is marked by a 20-ton block of marble bearing the words "Old Charley".

The marble block, which now bears a sundial placed there by Redfield Proctor, may be turned to face any direction, but according to Senators Proctor's wishes, can never be moved from Old Charley's last resting place.



The Proctor mansion as it looked in 1897 when decorated for the reception of President William McKinley. Two other presidents were entertained here, President Benjamin Harrison, in whose cabinet Senator Proctor served as secretary of war, and President Theodore Roosevelt.



The Proctor mansion in Proctor, built in the early 1880's by the late Senator Redfield Proctor, is being razed. The house, which is now surrounded by trees and shrubbery, is owned by Mrs. John D. Proctor of Washington. Senator Proctor was the father of Redfield Proctor, president of the Vermont Marble company, and grandfather of Mortimer R. Proctor.

Businessmen's Gift of TV Set to Colony House Brings Thanks From Miss Dolan

Rutland Daily Herald
January 2, 1952



Herald Photo—Merusi.

ROYAL ENTERTAINMENT: A group of girls at the Colony House on Columbian avenue are shown preparing to watch a program on the television set, a spontaneous Christmas gift given the girls by Rutland merchants.

It was only a television set, the donation of a group of businessmen in the city of Rutland, but it has brought new light and hope into one Rutland home.

It came as a Christmas present to Miss Katherine Dolan, matron and, as she puts it "my 22 girls," at The Colony House at 194 Columbian avenue.

"I only hope those people who contributed their dollars and those who gave their coppers receive the good things that were prayed would come their way, for their kind and generous act," Miss Dolan said last night.

With a voice breaking with emotion, Miss Dolan described how she and "my girls just let everything go" not only to watch the installation of the set, but also to see it in operation that first night.

"It was 1 a. m. when we started to bed, something that is unheard of," Miss Dolan explained.

But, she added, each one in her way, regardless of race, creed or color, got down on her knees and

prayed for those whose kindness had made it possible for them to enjoy something that has been missing at the House, since trips outside practically ceased sometime ago.

"There is just no other place on earth where it could be enjoyed more," Miss Dolan said.

She added there are many in the group who will benefit more than others, from an educational standpoint, by the television programs.

"And," she said, "as we go into the winter months after the holiday season, when most of us are forgotten for another year, the value of the gift will be tripled."

The gift of the set to The Colony House was a spontaneous gesture on the part of Rutland businessmen who last night were reluctant to make themselves known.

The following letter, signed "Friends of The Colony House," and addressed to Miss Dolan, accompanied the TV receiver:

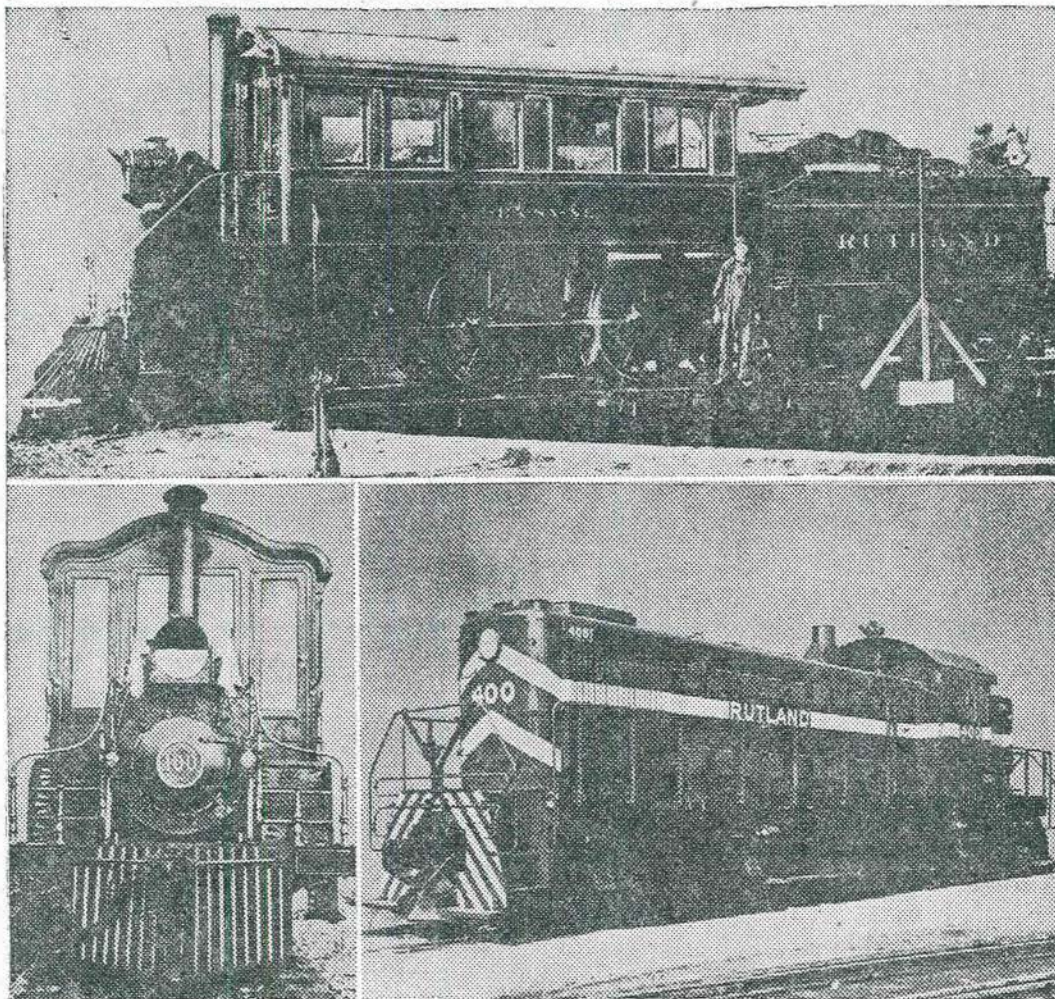
"We want to express to you our sincere respect and admiration for the wonderful work you are doing

with the girls entrusted to your care.

"We are familiar with the many problems with which you have been confronted and we know with what courage you have met them. With you, the welfare of the girls is always first; your own personal comfort always a secondary consideration. We know how the girls love you for your kindness and wise counsel, for the many hours you have spent without sleep to care for them when they were ill, and for the fact that you even refused to let your own great personal sorrow in the loss of your brother keep you from your duty to the unfortunates in your charge.

"Yes, Miss Dolan, we know all these things, and we love you for what you are—a great mother to a family for which no apology need ever be offered.

"As a slight token of our appreciation, we want you and your girls to accept this television set. May it furnish you with many evenings of pleasant entertainment, and may God grant you the health and vigor to continue your great work for many years to come."



Railroading for the Rutland Railway has undergone many revolutionary changes during the past half a century. Above and lower left, unique old time combination locomotive-passenger coach which was used in the past to transport through Vermont such visiting dignitaries as President Theodore Roosevelt and Adm. George Dewey. Lower right, one of the Rutland's 12 new Diesel-locomotives. The railroad has just completed the first phase of Dieselization.

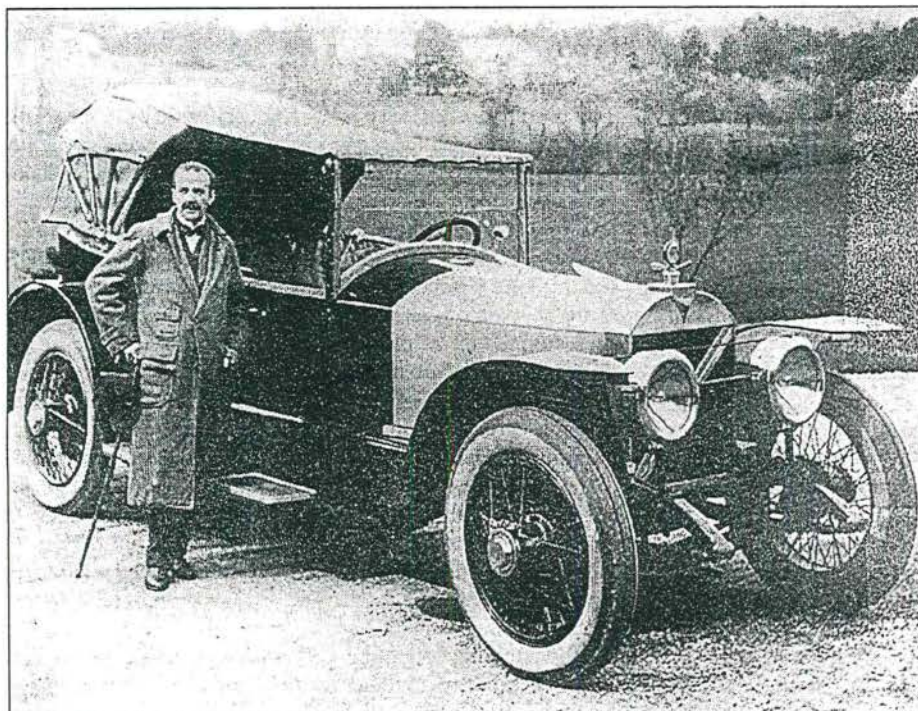


PHOTO COURTESY OF THE BENNINGTON MUSEUM

Karl Hamlen Martin produced his style automobile, the Martin-Wasp, in Bennington, but never threatened the Big Three automakers. His company produced fewer than 20 of the vehicles, the last surviving example of which is in the collection of the Bennington Museum.

Another famous 19th century inventor – perhaps ‘creator’ is a better word – was Karl Hamlen Martin of Bennington who designed the Martin-Wasp motor-car.

This splashy vehicle was a beauty – fashioned of aluminum over a wood frame and trimmed in seasoned white ash – but few could afford the \$5,000 to \$6,000 sticker price of the Vermont-made car. Between 1920 and 1925, Martin’s company produced fewer than 20 of them. (The only remaining example is housed at the Bennington Museum.)

Like most rare objects, this one was in high demand among the wealthy. When the Wasp was on display at an auto show in New York City, the actor Douglas Fairbanks Sr. rode down from his room in an elevator (thanks to Elisha Otis), took one look at the car and bought it.

Rutland Daily Herald

August 7, 1935

Designer of Rutland's First Golf Course Pays Brief Visit to City

James Betts, who laid out the first Rutland golf course and who now lives within a stone's throw of the famous Royal and Ancient links at St. Andrew's, Scotland, stopped off in Rutland for a few hours yesterday while en route to New York and met several of the men who were golf pioneers here 'way back in 1898.

Betts, a prominent contractor while he lived on Kingsley avenue in this city, proudly exhibited a courtesy card given him in 1898 by the late George Bottum, treasurer of the old Baxter bank, who was the secretary of the first Rutland golf club.

Betts built the Abernathy store building and the Masonic temple at Burlington and laid out the old Waubanahee golf course there.

Yesterday he visited a number of friends, including Newman K. Chaffee, Harry B. Whittier and others. Stephen C. Dorsey of Grove street drove Betts out to the Rutland country club and showed him the beautiful 18-hole course which has been built since he left Rutland. Betts was high in his praise of the course.

He said that he was a member of

the St. Andrews Golf club and plays over the course every day but Sunday in spite of the fact that he is 74 years of age.

He recalled the time back in 1898 when he laid out, under the direction of the late Gov. Percival W. Clement, a golf course on property west of the Creek road.

The property over which the golf course was laid out, is now owned by the Vermont Marble company and by Samuel Howard. The course extended all the way to Clementwood and was a nine-hole layout.

The first hole was about 150 yards long and, as golfers recall it, was surrounded by rocks.

Among the charter members of the golf club who are now living were W. H. Dunn, Dr. William R. Pond, Attorney Frank D. White, Attorney James A. Merrill and Harry W. Clement. The late Dr. Charles Caverly, noted for his pioneer work in the treatment of tuberculosis, was also among the members.

Betts left Rutland in 1900 and went to Scotland, where he has resided since. He was disappointed that he was unable to stay only a few hours in the city, but was unable to remain longer.

Rutland Daily Herald

April 1, 1932

Famous Speed Racer Steps on It



(Photo by Acme)

Barney Oldfield, auto-racing veteran, was tearing down the boulevard at seven miles an hour when this exciting photo was made in Los Angeles. The ancient vehicle, driven by a puffing steam engine, is said to be the world's oldest automobile.

Checkers Reportedly Moved City Fire Chief Into Firemen's Career



Rutland Daily Herald
April 19, 1952

Herald Photo—Merusi.

Chief Alfred H. Koltonski who on Tuesday completed 40 years of service with the Rutland fire department.

Fire Chief Alfred H. Koltonski, who last Tuesday saw the 40th anniversary of his start on a fireman's career, once said that he might not have become a smoke eater if he had not been a checker player.

According to his story, Koltonski used to spend a good deal of time at the fire station playing checkers with the chief. He was so good at the game that the chief, who wanted a chance to defeat him, put him on the force to keep him handy.

That was Chief Koltonski's version. At any rate, on April 16, 1912, he entered service with the Rutland fire department. J. C. Dunn, later mayor, was fire chief.

At that time there were nine firemen. Now there are 29 men, operating in two platoons.

In those days the equipment was completely horse drawn. The gasoline powered truck came during the first World War. But horses were not completely retired until 1919.

In 1912, operating expenses were \$14,027. Last year the appropriation for the department was about \$96,000.

Koltonski became chief in 1924. In the course of what might be called his checkered career he has attained recognition on a regional and national scale.

A member of the US Chamber of Commerce committee on fire fighting in 1933, he was twice elected president of the Vermont Firemen's association, and was once named president of the New England association of fire chiefs.

In view of the chief's tenure his statement in the annual city report for 1950 is of interest. It says, in part: "Looking ahead a few years, any city planning should include a new location for a central fire station with ample room for a drill tower and drill yard."

"The fire department has outgrown the present quarters, built in 1901, for three pieces of horse drawn apparatus and 10 men."

The same space now houses five pieces of motor apparatus and 29 men.

Clarendon Man Kin of Bridge Builder

Rutland Daily Herald
June 20, 1952

Covered Span Days Recalled

Powers, 80, Reminisces About the Accomplishments of His Grandfather.

By BETTY M'WHORTER.

CLARENDON, June 19.—Memories of his grandfather, Nicholas Montgomery Powers, who built many of Vermont's best-known covered bridges, are still vivid in the mind of Gratz Powers of Clarendon, who will observe his 80th birthday next month.

Though Nicholas Powers is best known for the construction of the Blenheim bridge in Schoharie county, N. Y., longest single span wooden bridge in the world when it was built, and a wooden railroad bridge across the Susquehanna river at Havre de Grace, Md., he made many contributions to his native Rutland county.

The covered bridge at Pittsford Mills, near his birthplace, was his first, according to his grandson. Built in 1837, before Powers was 21 years old, the bridge was still carrying heavy traffic on the main highway 94 years later.

Pittsford selectmen were reluctant to let a "boy" like Powers tackle so expensive a project as the 130-foot bridge, and only when his father, Richard Powers, guaranteed his son's work and agreed to make good any timbers he might spoil did the town fathers agree to let the young man begin.

Shortly before the Pittsford Mills bridge was replaced by the present structure in 1931, a newspaper article commented that a 20-ton steam roller crossed it with perfect safety. It failed to round out a century of service only because its 27-foot width did not measure up to federal requirements.

Powers' other work in this area includes the Old '76 bridge and the Twin Bridges at Rutland, the Gorham bridge at the foot of Powers hill north of Proctor, the Mill Village and the Old Lester bridges across East creek in the town of Rutland, the Brown bridge across Cold river in Shrewsbury, the Cooley bridge across Furnace brook in Pittsford and the Mill bridge at Chester.

With a man named Moses Chaplin, Powers in 1845 built the Old Maid Parker bridge across Cold river. This is believed to have received its name, according to "Covered Bridges of New England," from the fact that "a caustic old maiden lived on the land where one end of the bridge was anchored, and probably was an exacting toll gatherer."

The Gorham, Brown and Cooley bridges are among those still standing. The Twin Bridges, Mill Village bridge and the Old '76 bridge, so named because it was completed in 1876, went out in the 1947 flood, while others fell victim to earlier floods and modern highway needs.

The only one to bear the builders' name was the Powers bridge at Clarendon, which was built in 1869 and replaced 60 years later with a steel and concrete structure.

Among the bridges he built "from Maine to Maryland" were the Hoo-sick bridge, the old Mohawk bridge at Schenectady, N. Y., built in 1872 in separate sections set upon many piers, and other structures in Brattleboro, Chester and New Hampshire towns.

The Powers family is credited with building almost all of the "Towne lattice type" bridges in New England, Clara E. Wagemann stated in the autographed copy of "Covered Bridges of New England" which she presented to Gratz Powers and his son, Russell.

There are only four families in the world containing two generations of covered bridge builders, according to Gratz, but he believes his family could claim three generations.

Nicholas' father, Richard, whose first name is also given as Montgomery in "Covered Bridges of New England," is credited with building several structures, while Nicholas' son, Charles, accompanied his father to Maryland and laid the drawbridge part of the Havre de Grace bridge at the age of 16.

Charles later completed the Dorr bridge at Rutland, after his father, who started it, became ill.

Nicholas Powers' engineering feats were not confined to bridge building.

He moved the 20-ton tower on the Rutland County courthouse from the middle to the front of the building, despite the insistence of 19th century sidewalk superintendents that it could not be done.

Powers received \$3 a day for the 16 days work required, but "he could just as well have got \$20" in the opinion of his grandson.

He built the first roundhouse for the Rutland railroad and the first derrick in West Rutland. The latter was for a quarry opened by William Barnes, proprietor of a hotel known as the Barnes house.

Nicholas Powers was born in Pittsford in 1817 at the foot of Powers hill. That section has since been made part of Proctor, which sometimes claims to be the bridge builder's native town, his grandson explained.

An older sister in the large family, Mary, who was born in a log cabin, lived to be 100. A brother, Artemus, was the grandfather of Mrs. Gratz Powers.

Artemus married into the Douglas family, whose most famous descendant was Stephen A. Douglas.

"Grandpa Nick," as Mrs. Powers refers to her husband's grandfather, married Loretta Fish, whose father was the first child in the Fish family born in Ira.

The family, Mrs. Powers recalled, was "so strict they wouldn't crack a nut on the Sabbath."

Nicholas "was educated in the primary schools in his own town—he never went off to college," Gratz said proudly.

Asked where Nicholas received his knowledge of bridge building, Gratz replied, "God gave it to him—it was born right in him."

The Havre de Grace bridge is considered "Grandpa Nick's" greatest work, Mrs. Powers said, but he felt that the Blenheim bridge was his best because it was a single span.

The latter, erected in 1855, was 231 feet long and 24 feet wide. The timbers were hand hewn because there was no sawmill nearby.

When the bridge was completed and the last supporting trestle about to be knocked out, the builder declared, "If this bridge goes out, I never want to see the sun rise again."

He need not have feared, for the bridge settled only a fraction of an inch.

Eleven years later, Nicholas Powers went to Maryland to work on the railroad bridge across the Susquehanna, taking with him Charles.

When he had been there for some time, his grandson related, the superintendent of the railroad came to him and said he did not think they could get a bridge across, for the two best engineers, who were working on a model, were no nearer finished than they were weeks ago.

The superintendent then asked Nicholas if he could make a model and how soon he could have it ready.

Looking at his watch, which said a quarter of 10, Nicholas said he would have it ready when he came back from his lunch.

He produced the promised model and the bridge building went ahead.

The trouble with the engineers, Nicholas' grandson believes, is that they were not mechanics. They used coarse saws for the lumber, while Nicholas marked his wood with a jackknife and sawed it with the finest saw.

As the bridge progressed, Nicholas wrote home that the lumber was coming in, eight or 10 carloads a day, and they were using it all.

When haying time approached and his wife wrote asking him if he would be home to harvest the crop, Nicholas replied, "They won't let me leave for one hour—you don't know how important I am."

He told his wife he was sending plenty of money and she should hire men to put in the hay—which she did.

When he wrote later, "Your son, Charles, has laid out the draw on this great bridge," her answer was that she had heard enough about the bridge.

Finally, on November 15, Nicholas sent word from Perryville, Md., that he would soon be back in Clarendon.

The letter, a few faded words on a large sheet of paper, reads: "We are well will be at home the first of Dec. 1866" and is signed N. M. Powers.

Though "Grandpa Nick" built a number of Vermont bridges after his return, the Havre de Grace bridge was his last big work.

He never did much more farming, but he didn't have to, for, according to Mrs. Powers, his wife had "become a fine farmer" while he was away.

He spent his later years in the large brick house on Clarendon Flats where Mr. and Mrs. Gratz Powers now live.

The house was built in 1823 for Clarendon's first physician, Dr. Silas Bowen, by the same man, name

unknown, who built the Old Brick church in 1824.

Most of the bricks were made on the place, while the doors came from the old Clarendon tavern, said to have been the finest hostelry between Bennington and Burlington.

The winding black walnut staircase was made entirely by hand by Charles Powers.

In an upstairs room in this house, Gratz Powers, son of Charles' brother, Russell, was born in 1872, Russell, a Democrat, named his son for Gratz Brown, who was running for president against Horace Greeley.

Gratz had grown to young manhood when his grandfather died in 1897 at the age of 80. He and his wife still have the chair in which "Grandpa Nick" liked to sit when an old man, and Mrs. Powers has a room filled with mementoes of his bridge-building days which she refers to as her "treasures."

Mr. and Mrs. Powers' grandchildren, who live next door, are the ninth generation in this country of the Powers family, which dates back to the days of William the Conqueror.

The family lived in Ireland as tenants on the land of Roger the Poor. When Roger subsequently became known as Roger Poor, Roger Power and then Roger Powers, his tenants assumed the same surnames.

Gratz is a seventh generation descendant of Walter Powers, first to come to America. He had two sons, Thomas, from whom the Nicholas Powers branch descended, and William, ancestor of the Powers family in northern Vermont, which included former Congressman H. Henry Powers.

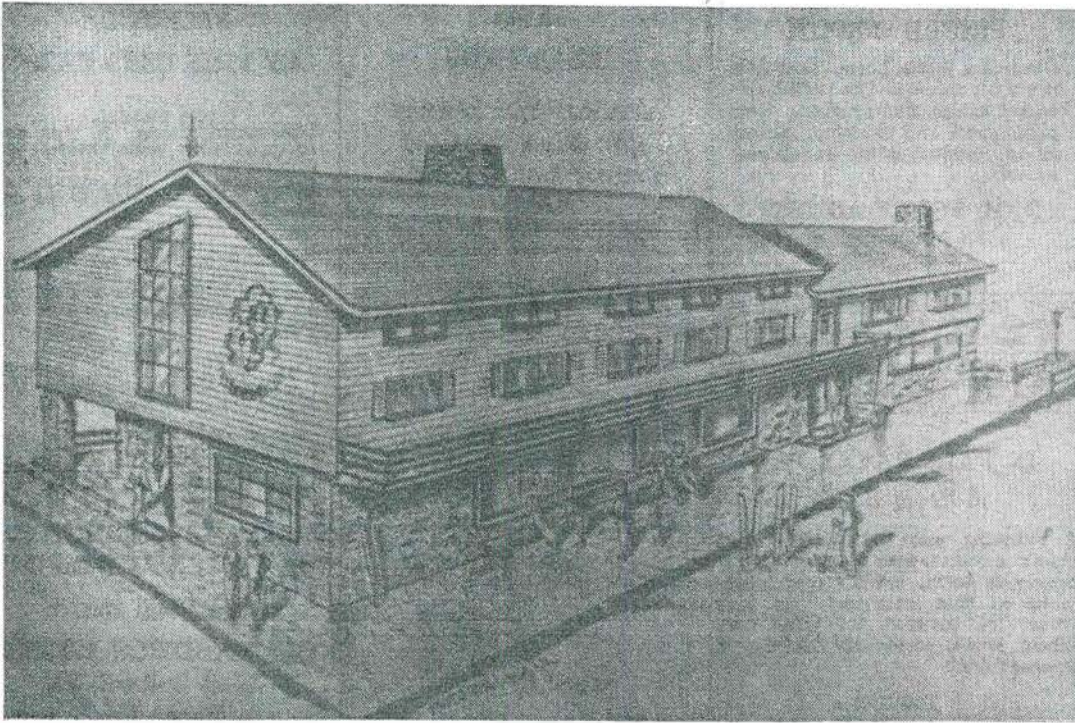
Midway in the family tree is Capt. Jeremiah Powers and his wife, Elizabeth Cooley the first settlers in Pittsford. The captain, grandfather of "Grandpa Nick" is believed to have died of smallpox during the Revolution. It is from

the Cooley side of the house, Mrs. Powers believes, that "Grandpa Nick" got his bridge building ability.

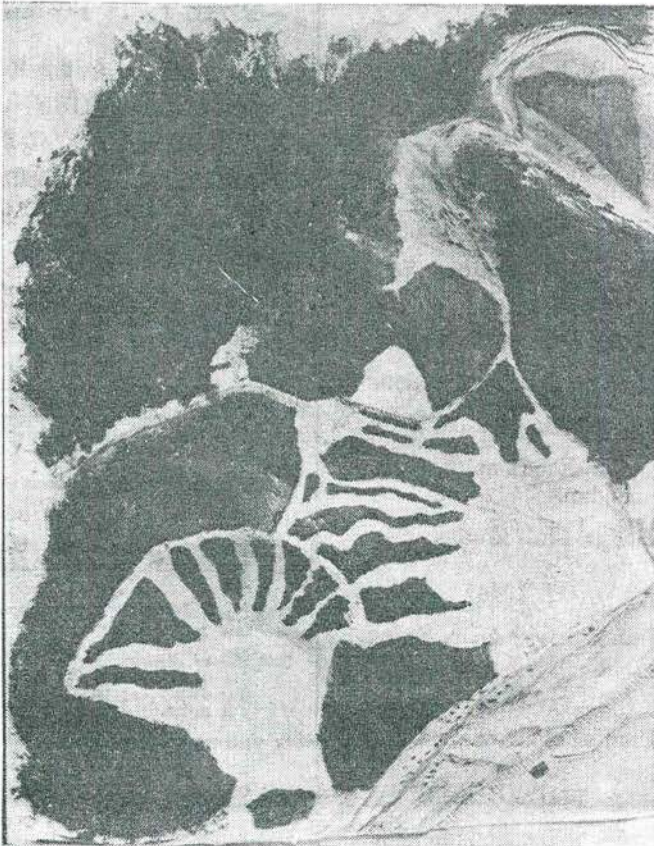
Nicholas Powers, like many another man, was not appreciated by his own generation and community, his descendants feel.

But the record of what he did will not be lost as long as Mrs. Powers' "treasures" remain.

Sarcka Plans New Ski Development



An artist's drawing of a 50-room lodge which Wayne Sarcka, owner of Spring Lake ranch in Cuttingsville, proposes to build if he is successful in carrying out his \$500,000 development of two ski bowls in Cuttingsville. Sarcka has acquired 1000 acres of land as a start on his project.



Aerial sketch of the two ski bowls which slope naturally to highway Route 103 in Cuttingsville. The main bowl is at left and the other bowl, where lodge would be built, at right. Cuttingsville village and railroad station are at lower right. Spring lake is at

To Organize Corporation

Cuttingsville Year-Round Recreation Center Would Cost \$500,000.

(Special to The Herald.)

CUTTINGSVILLE, Nov. 2.—Plans for development of a \$500,000 ski and year-round recreation center, including a lodge to accommodate 50 persons, was announced for Cuttingsville today by Wayne A. Sarcka.

Sarcka, owner of Spring Lake ranch, a health camp, said he has recently acquired title to the last parcel of 1000 acres of land on which he will concentrate his development.

The next step, he said, would be the organization of a corporation to help finance the program which, he said, has been declared as feasible by ski authorities.

Located between Pico at Rutland and Big Bromley at Manchester—two established ski centers—the Sarcka project would be on the east side of the Green Mountain range here in which he described as the "120-inch snowbelt."

He said his land holdings have two natural ski bowls, back to back. Both slope toward highway Route 103 which runs through Cuttingsville village.

Sarcka said the bowls would provide "practically limitless skiing terrain." One of them, the south bowl, equals in area the Tuckerman's ravine atop Mt. Washington in New Hampshire, he said. The skiing capacity of his two proposed bowls would accommodate 10,000 persons, without crowding.

The Spring Lake ranch proprietor said the cost of constructing "this rustic smaller edition of Sun Valley" would be approximately \$500,000 with an annual operating budget of about \$100,000. Nearly 100 men and women would be employed the year round.

The development would lie near Spring lake. The entire development would provide for swimming, boating, fishing, tennis, golf and other summer means of recreation in addition to the winter activities.

Rutland Daily Herald
June 30, 1950

Cuttingsville Music Shelf To Open Today

(Special to The Herald.)

CUTTINGSVILLE, June 29.—Antonia's Music Shelf will officially open here tomorrow with a small initial lending library of music, including vocal and piano scores, by many of the great composers; choral music, sacred and secular; books of classical records; books about music, a collection of early American popular songs, and recorders and recorder music.

The aim of the shelf is to help local schools with their music equipment, and to stimulate music activity throughout this rural area.

Anyone in the section between Rutland and Ludlow may borrow the material, which is housed with the town clerk, Mrs. Thomas Russell, Cuttingsville.

The program of the opening concert, as arranged by Paul Eisler, jr., includes numbers by Cyrus Brewster, Juillard School graduate, well-known choir director and soloist; Finley J. Shepard; Barbara Ridlong, student flutist at Mount St. Joseph's academy in Rutland; the Spring Lake ranch chorus, conducted by Cyrus Brewster; Jeanette Peniuk, recent piano soloist at Vermont State Music festival, who will sing, an octet from Wallingford high school, directed by Paul Eisler, jr., pianist and conductor, director of music in Wallingford high school, and supervisor of music in the Wallingford and Woodstock school districts; members of the Wallingford High school chorus, also directed by Eisler. Mrs. Paul Eisler, jr., European trained pianist and organist; and Miss Margery Perkins, Belmont pianist. John Patten and Allen Ridlon of Cuttingsville will play on the recorders recently loaned by the Music Shelf for local school children's summer practice.

Wayne A. Sarcka will act as master of ceremonies.

A silver collection will be taken for the benefit of the music shelf.

Rutland Daily Herald
March 21, 1951

Civil Defense Center Opened At Shrewsbury

(Special to The Herald.)

SHREWSBURY, March 20.—The Shrewsbury civil defense headquarters was opened today in the Essalar farmhouse, on Route 103. Town chairman is Wayne A. Sarcka.

The headquarters will be an information center. It has space for group meetings. For the present it will be manned for only certain hours daily, with Wayne A. Sarcka, chairman, on duty some part of each day. A corp of volunteer clerical workers is being enlisted. Furniture and medical supplies are being assembled. A private telephone, Cuttingsville 400, has been installed.

Mrs. Mary D. Stapleton, civil defense first aid instructor, is planning classes in first aid as required for aircraft warning observer corps members and for all local civil defense groups.

Registration for classes will begin at once. There will be two standard classes formed. One for Monday night and one for Thursday night, March 26 and March 29.

Andrea Mead Lawrence Day To Honor Rutland's Olympic Skier

Today is Andrea Mead Lawrence day in Rutland.

The city will join with Time magazine, which appears on the newsstands this morning, in honoring the 19-year-old captain of the US Women's Olympic Ski team. She is in Switzerland.

Promptly at 2:30 p. m. Paul Hoyte of Boston will start hacking away at some 7200 pounds of ice which will be piled on Depot park to erect an ice statue of the Rutland young woman, whose likeness appears on the cover of Time magazine.

As a base for the statue the Public Works department of the city will bring in two truck loads of snow. The ice is being donated by the Eddy Ice company.

Throughout the city people will see various things to remind them of the young girl from Pico, who has brought fame to Rutland through her ability to ski.

In buses and trains they will see pictures of Andy and in

store windows they will see displays designed to show her accomplishments.

In restaurants, if they so desire, they can order Andy Mead lunches and dinners, and at soda fountains and drug stores there will be Andy Mead specials on tap.

The original copy of the painting of Mrs. Lawrence which graces the cover of Time magazine this week will be presented to the Rutland Chamber of Commerce, whose Recreation committee, headed by Robert S. Franzoni, organized the tribute to the young lady.

Hoyte will arrive at White River Junction at noon today and be brought immediately to Rutland to start work on the ice statue for which work he is famous.

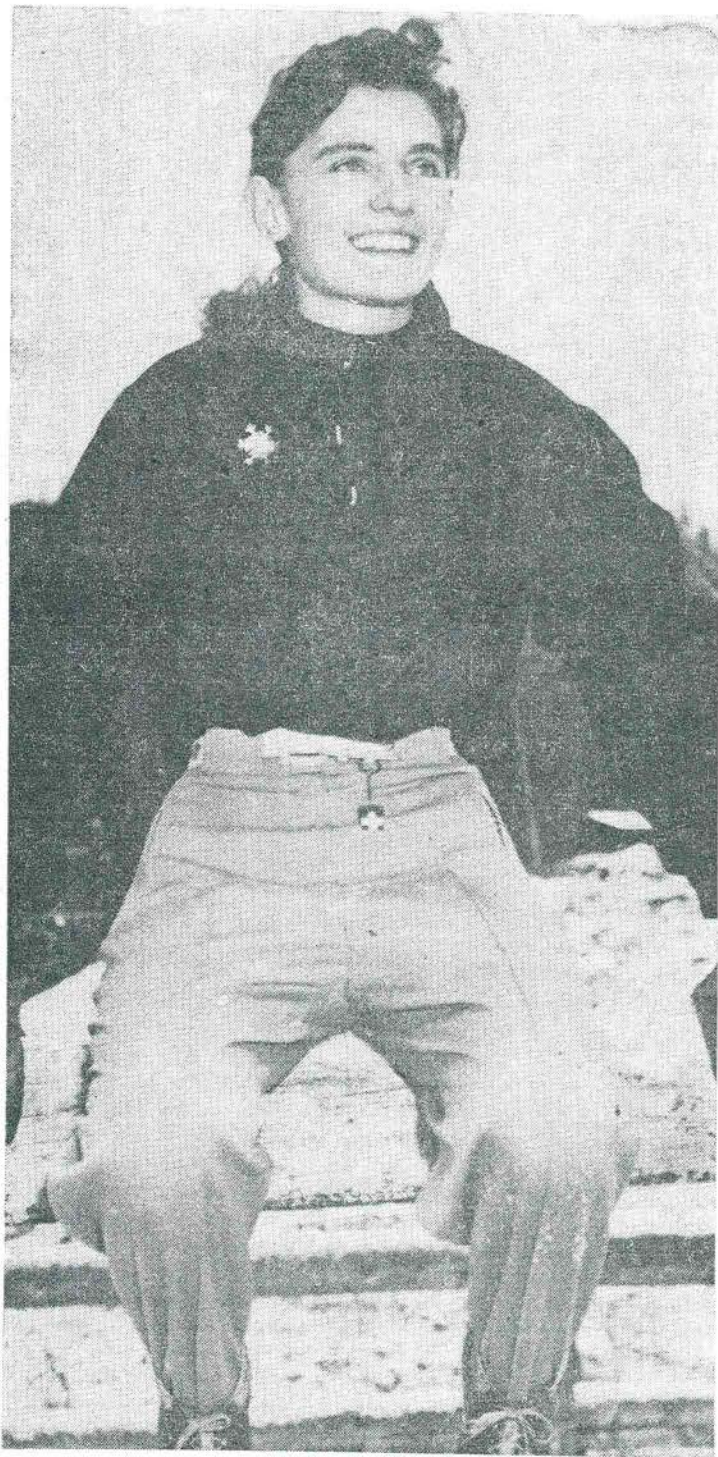
After his work is completed he will be the guest of Mr. and Mrs. Grover Wright of Long Trail lodge. Wright is in charge of the committee to arrange for the ice statue. (For pictures see pages 6 and 7.)



Herald Photo—Merusi.

AN ANDREA SPECIAL: Suzanne Chaffee, 5, daughter of Mr. and Mrs. G. Keen Chaffee, and a skier in her own right, holds an Andrea Mead Lawrence sundae, one of the items to be featured today at Rutland soda fountains. Rutland will today celebrate Mrs. Lawrence's election as captain of the US Women's Olympic ski team. This sundae was designed by Mrs. Dorothy B. McKee of Howe's Coffee shop. It is topped with two banana slices, resembling skis,

Rutland Daily Herald
January 17, 1952



Herald Photo—Merusi.

ANDREA MEAD LAWRENCE for whom Rutland will pay tribute today in recognition of her election as captain of the US Women's Olympic Ski team. The tribute to Rutland's famous skier, now in Switzerland, has been planned by the Recreation committee of the Chamber of Commerce to tie in with the appearance of Time magazine on the newsstands today. The magazine carries a picture of Andrea on its cover.

Cablegrams Speed Greetings to Rutland Skier as City Observes Andy Mead Day

83



Rutland Daily Herald
January 18, 1952

Herald Photo—Merusi.

ANDREA MEAD LAWRENCE IN PROFILE: Mrs. Janet Mead, mother of the captain of the US Olympic Women's Ski team, watches Sculptor Paul Hoyte of Boston put finishing touches to a profile of her daughter in ice at Depot park yesterday. The ice work was part of the city's tribute to Andrea for her election as ski team captain and the fact that Time magazine this week featured a picture of Andrea on its cover and an article on her accomplishments.

Cablegrams sped between Rutland and Austria yesterday as the city paid tribute to the accomplishments of one of its residents.

It was Andy Mead day, a compliment to Andrea Mead Lawrence, Olympics skier.

Outstanding was an ice carving completed during the afternoon in Depot park by Paul Hoyte of Boston.

Last night the carving, still standing up well under the effects of warmer weather and rain, was viewed by hundreds of motorists and others.

The carving consisted of the head of Andy Mead Lawrence, who has been named captain of the US Women's Olympic Ski team, on top of a bas relief of Andy speeding downhill on a pair of skis. On the base was carved the words "Andy Mead".

The whole works stood out like a jewel after dark as spot lights were centered upon it.

The head was carved from a 300-

pound block. The bas relief was literally whittled by Hoyte out of 25 other blocks weighing a total of 6700 pounds. The statue has a base of snow, brought to the spot by workmen of the Public Works department.

Despite the chilling rain many hardy souls, including Mrs. Janet Mead, Andy's mother, watched Hoyte at work on the statue. Many others watched from warmer vantage points in nearby buildings.

Among the cablegrams sent to Andy, now in Austria preparing for the Olympic games to be held in Oslo, Norway, was one from the Rutland Council of Girl Scouts and Brownies congratulating her on the promotion of World Friendship. Mrs. Lawrence spoke to the Scouts and Brownies here on the last World Friendship day observance.

The entire program was sponsored by the Recreation committee of the Rutland Chamber of Commerce in co-operation with Time maga-

zine which devoted its cover to Andy, together with a story on her.

Store windows carried pictures of Andy together with the slogan, "Rutland Has Time for Andy Mead."

Restaurants featured special Andy Mead dishes and soda fountains offered Andy Mead sundaes. Buses and trains to and from the city carried posters.

Executive Secretary Malcolm S. Hatch of the Chamber said last night the response was spontaneous and intensely gratifying.

Robert S. Franzoni is chairman of the committee in charge.

Other members of the committee and their duties in connection with the day were Paul Van Zandt, bus advertising; Harold Valiquette, railroad advertising; James E. Brown, jr., and James Marro, restaurants; Joseph C. Jones, drug stores; Grover E. Wright, ice sculpturing, and Franzoni, window displays. The ice was donated by the Eddy Ice company.

J. H. Frenier, One of Rutland's Oldest Manufacturers, Is 90

The congratulations of friends were received yesterday by J. Henry Frenier, one of Rutland's oldest manufacturers and inventors, when he celebrated his 90th birthday at his home at 39 West street.



J. HENRY FRENIER.

In 1885 Frenier founded a business in co-operation with Leon LeBlanc, for the manufacture of pumps, one of several inventions for which Frenier had received patents. Their first pump was installed at the plant of the Gilson & Woodfin Marble company of West Rutland, which met with approval and the two manufacturers received orders for three others. The Vermont Marble company became interested in the new invention and purchased a large number for their various mills.

A year later Frenier and LeBlanc purchased a large tract of land between Oak and Mineral streets and from Baxter street to East creek, which included the waterfalls and power privileges of the Tenney brook. A new dam and wall were constructed on Tenney brook as far as Baxter street bridge and a flume and turbine were installed for propelling the machinery. Later, because of low water, a kerosene engine was installed and several years later, an electric motor replaced the kerosene engine.

Frenier purchased his partner's interest in 1900, at the expiration of their contract and conducted the business under the firm name of Frenier and Sons. Eventually the pumps were being distributed to all parts of the world; in the United States, Canada and Mexico, virtually all the largest marble, gold and silver quarries and mines used them.

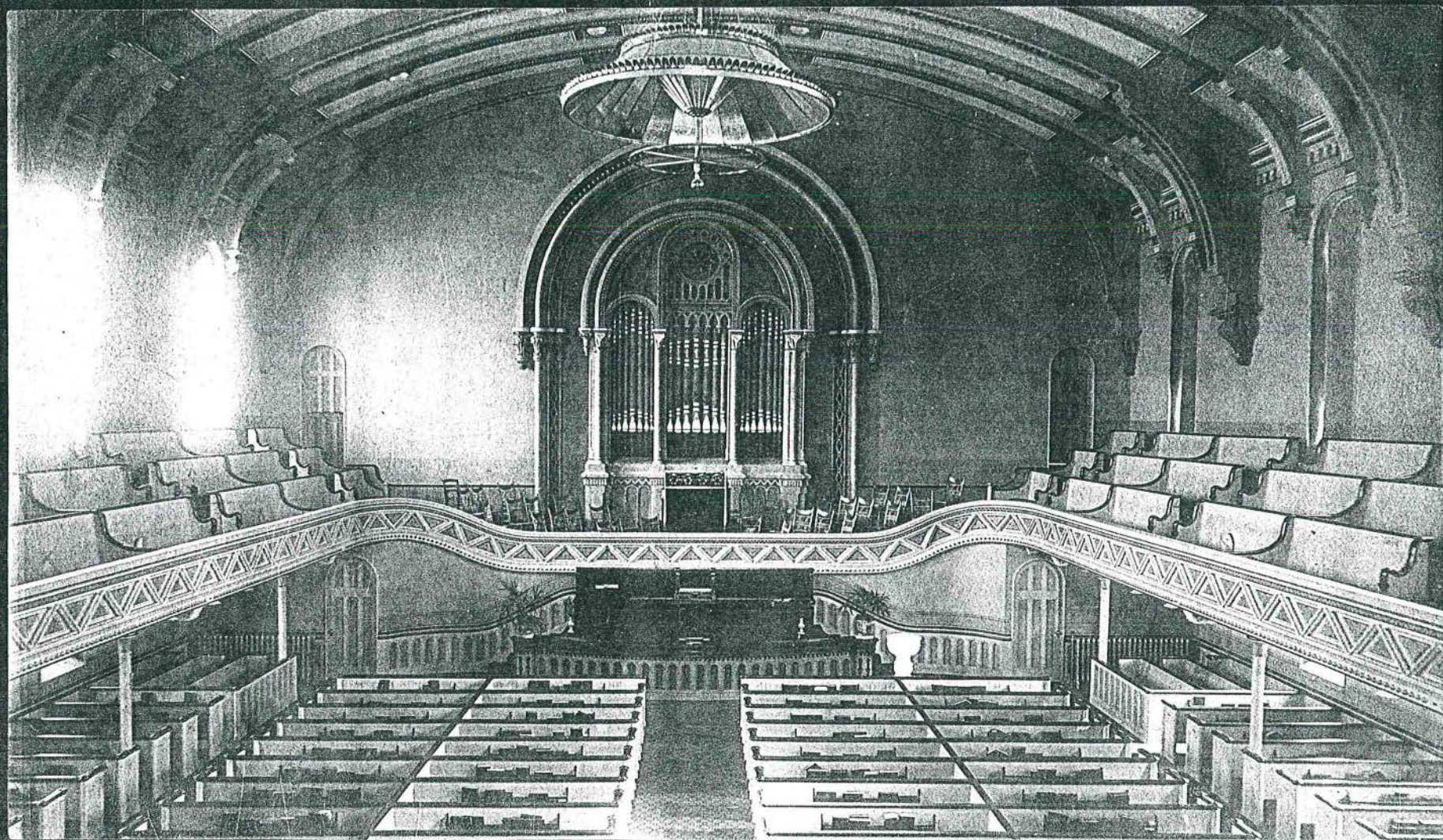
Frenier came to Rutland in the spring of 1880 from St. Hyacinthe, Can., with LeBlanc, and the two men were employed by the David Shortleeve Machine company prior to the establishment of their bus-

iness. Frenier was employed as draftsman and pattern-maker and LeBlanc as machinist.

From 1910 to 1919, Frenier was alderman of Rutland and as chairman of the light committee, he was one of those who selected the ornamental lights now in use in the business section. Also greatly interested in the construction of Chittenden reservoir, he and Fred R. Patch inspected the construction work as a safeguard to the city many times.

Being extremely interested in inventions, Frenier purchased the first automobile in this city and it is still in his possession. He has one of the largest private collections in the state of books on historical, genealogical and mechanical subjects—of which he has made a hobby for many years.

Rutland Daily Herald
August 20, 1943



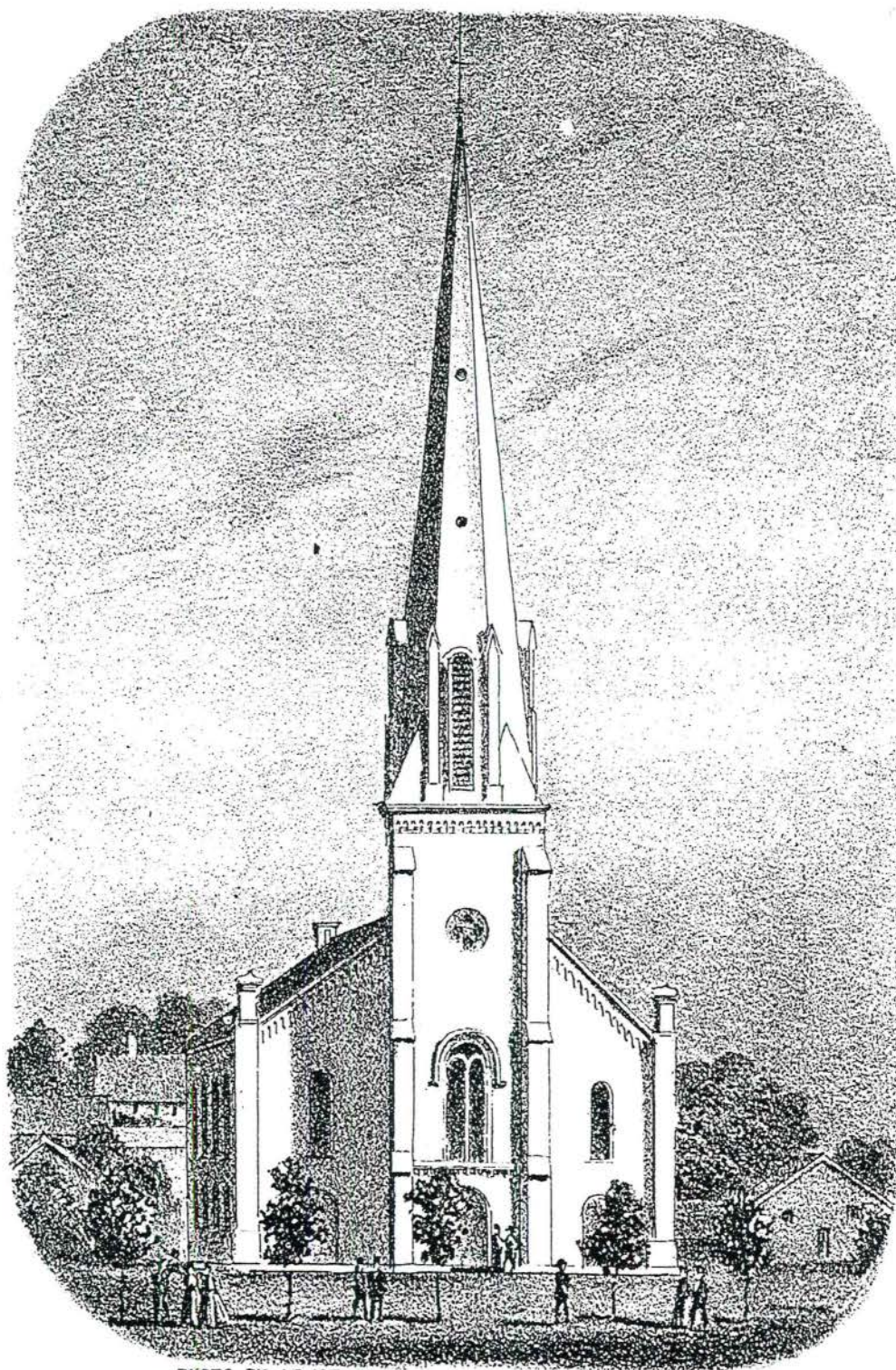


PHOTO. BY J.O. MERRELL - 1861-1868

FIRST CONG. CHURCH, RUTLAND VT.

*Landscaping in process -
no front steps and no
entrance sidewalk*

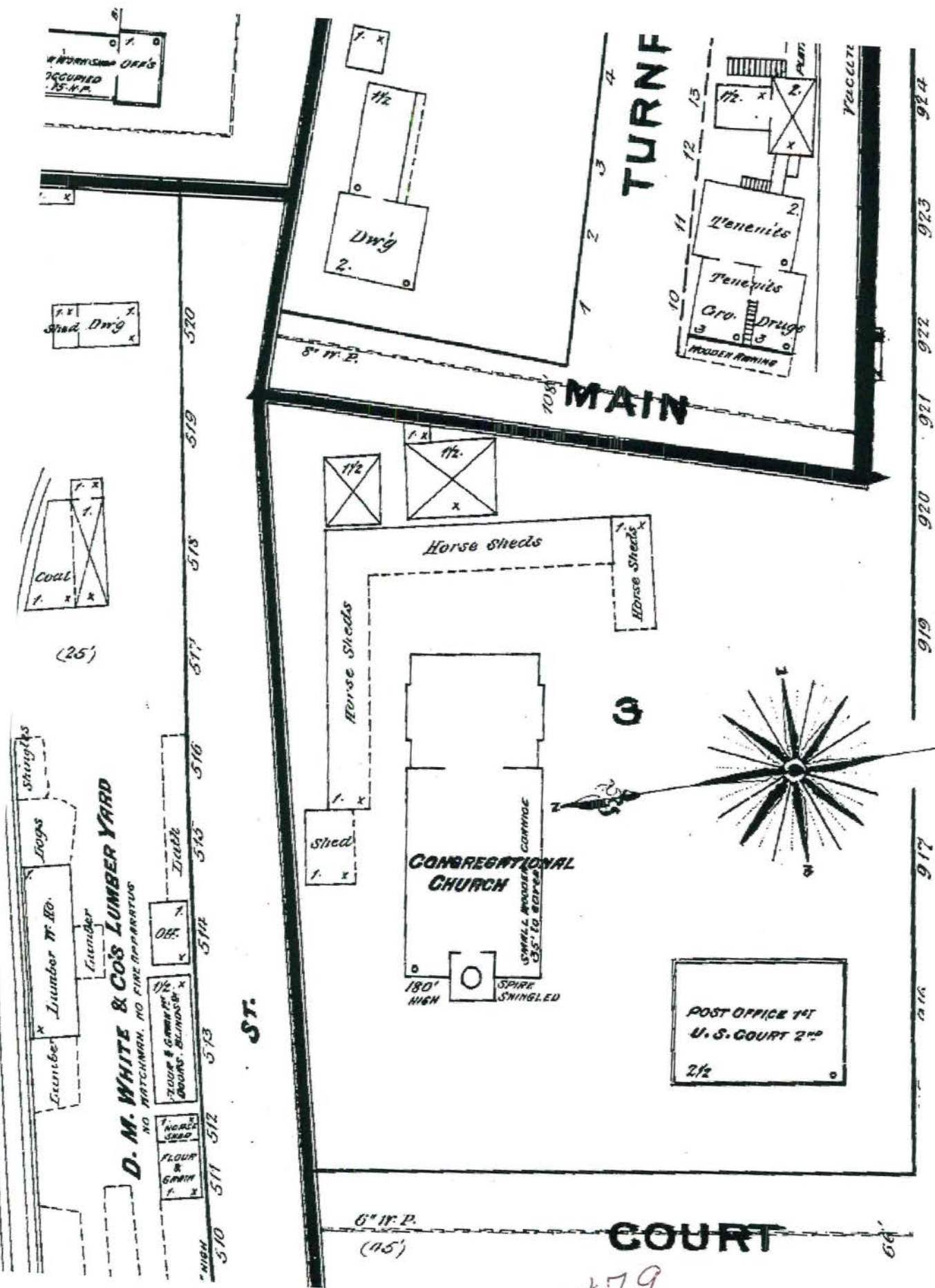
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FRIDAY, APRIL 2, 1920.

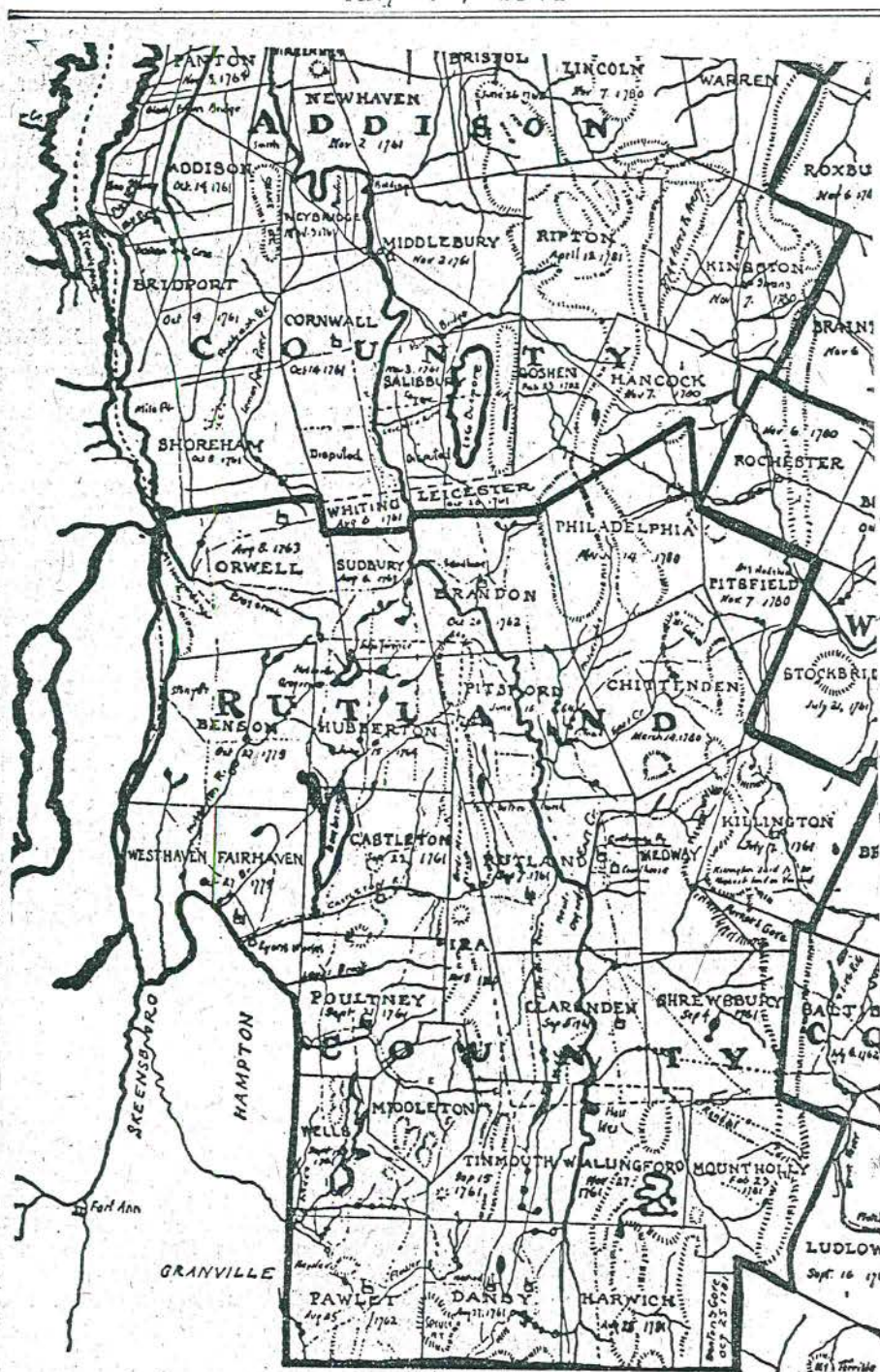
A CHART FOR GIVERS

Graduated according to amount of income and number in the family. How does your giving check up with the chart?

| Number in Family | 1. | 2. | 3. | 4. | 5. | 6. |
|------------------|------------------------------|-------|------|------|------|------|
| Income | Weekly Pledge to Your Church | | | | | |
| \$ 700 | .10 | | | | | |
| 800 | .20 | | | | | |
| 900 | .30 | .10 | | | | |
| 1000 | .40 | .15 | | | | |
| 1200 | .60 | .35 | .10 | | | |
| 1500 | .90 | .70 | .30 | .10 | | |
| 1800 | 1.15 | 1.05 | .65 | .30 | .30 | .10 |
| 2100 | 1.60 | 1.40 | 1.00 | .60 | .60 | .30 |
| 2500 | 2.10 | 1.85 | 1.40 | 1.05 | 1.05 | .70 |
| 3000 | 2.65 | 2.40 | 2.00 | 1.60 | 1.50 | 1.25 |
| 3500 | 3.20 | 3.00 | 2.55 | 2.15 | 2.10 | 1.75 |
| 4000 | 3.80 | 3.55 | 3.10 | 2.70 | 2.65 | 2.30 |
| 4500 | 4.35 | 4.10 | 3.65 | 3.25 | 3.15 | 2.80 |
| 5000 | 4.95 | 4.65 | 4.20 | 3.80 | 3.70 | 3.30 |
| 6000 | 6.10 | 5.80 | 5.30 | 4.85 | 4.75 | 4.35 |
| 7000 | 7.25 | 6.90 | 6.40 | 5.95 | 5.80 | 5.35 |
| 8000 | 8.40 | 8.05 | 7.50 | 7.05 | 6.85 | 6.40 |
| 9000 | 9.55 | 9.15 | 8.60 | 8.15 | 7.95 | 7.45 |
| 10000 | 10.70 | 10.30 | 9.70 | 9.20 | 9.00 | 8.45 |



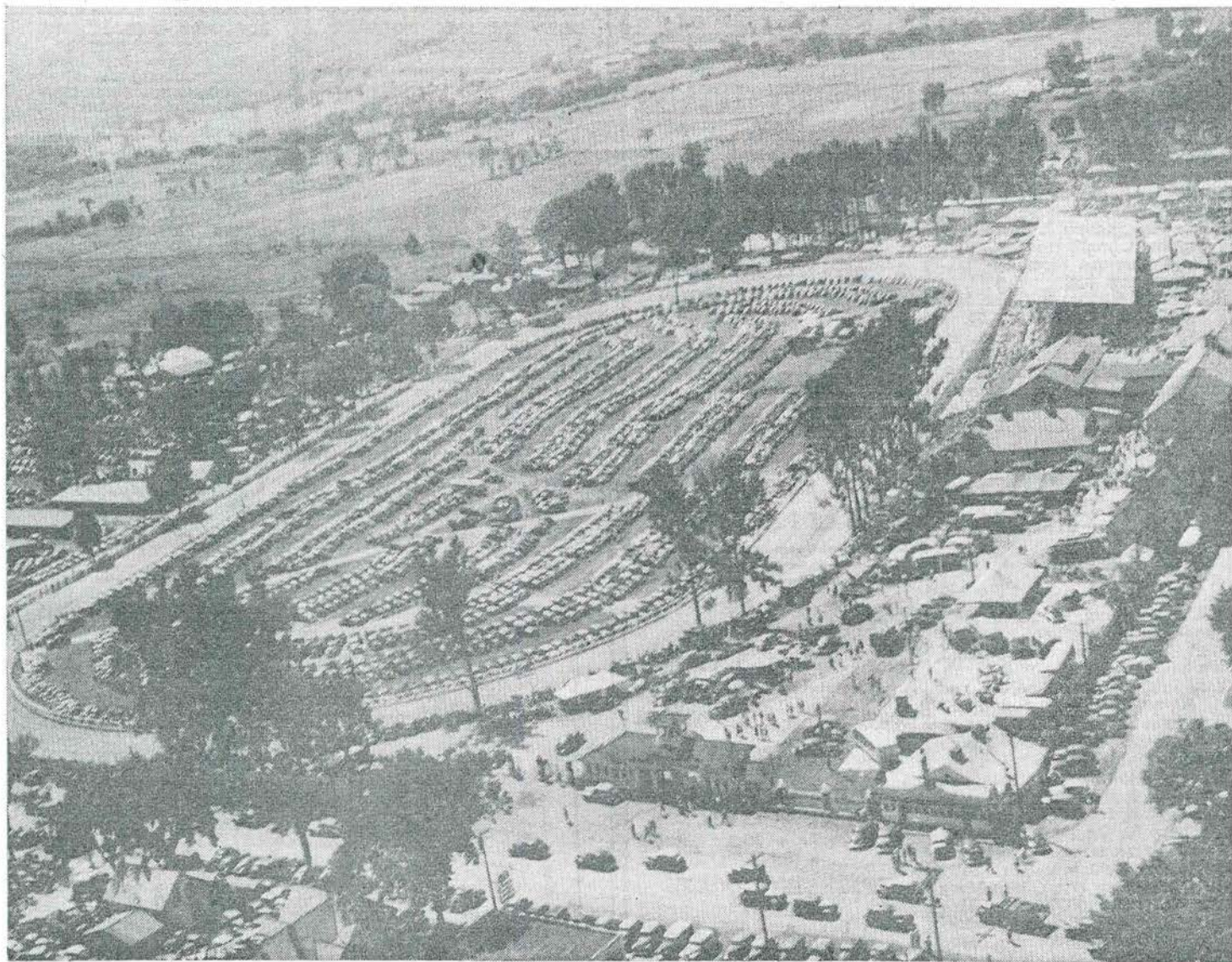
Rutland Daily Herald
May 14, 1941



Rutland county, as it was laid out in 1796, is shown above in a reproduction of a portion of a map drawn in that year by James Whitelaw, Esq., state surveyor general. The figures written inside the lines of each township indicate the year in which the grant was made. Note town of Philadelphia in northeast section of map. Also, Medway and Killington in east central section and Harwich in southeast. These towns were later renamed. The section known as Philadelphia, became Goshen with some of the land going to nearby townships. Medway became Mendon and Killington, Sherburne. Harwich became Mount Tabor.

Rutland Daily Herald
August 30, 1952

Airphoto of Rutland Fair to Open Monday



Herald Photo—Merusi.

Six days of entertainment, plus educational features will be in store here next week for fair patrons.

Negro Civil War Veteran, Victim of Segregation In Death, Rejoins His Buddies

A Negro Civil War veteran's body is now buried in the same plot as the bodies of his white comrades who died in the War Between The States. Strange as it may seem, the Negro veteran's body was segregated from his white "buddies" for 87 years in the Evergreen cemetery. Pvt. Jonathan Broadwell's body now lies among his comrades as a result of efforts of the Rutland Veterans' council, but for 87 years he rested in a plot of ground, removed from his comrades in the Evergreen cemetery.

His body was buried in an obscure spot, used as a crossover path in the cemetery, while his comrades, killed in those battles now so vaguely remembered, were buried further down the east side of the cemetery in the Civil War plot.

Who was this Negro soldier who gave his life in battle only to be a victim of prejudice after death?

Broadwell enlisted in the Army in Rutland and was sent to join the 41st Ohio Infantry, a Negro regiment. He died in 1865.

It is believed he was either an escaped slave, or the descendant of a Negro family, freed in Vermont.

Little more is known about him, according to Lyle Hansen, chairman of the committee handling the council's graves registration program.

Hansen said Hollis I. Loveland, superintendent of the cemetery, kept Broadwell's grave in "good shape" on his own, since there was no money appropriated for the care of the grave.

He said he wished to express his appreciation for Loveland's work.

Thirty graves were repaired in the cemetery Sunday by the 11-man committee of the council, aided by volunteer workers.

In the plot, sunken graves were filled and re-sodded, headstones were straightened and repaired and new flags were placed on the graves.

The council group plans to work on between 150 and 200 more graves in this area.

Sunday, the group plans to repair the graves of two Mendon brothers, killed five days apart at Gettysburg in 1863.

The brothers are buried in what is called the "Gleason Road" cemetery.

Pvt. Silas P. Foster, 35, was killed in action July 3, 1863, at Gettysburg, Pa., while his brother, Pvt. Willard Foster, 25, was killed in action July 8.

Both were members of Company A of the 2d Massachusetts Infantry.

Hansen said the gravestones are down and the group plans to reset them and repair the graves.

The work is being done under the direction of a committee consisting of Hansen, Almo Pellistri, Lawrence Littler, George Sloan, Joseph Hannon, Gerald McDevitt, Frank Lynch, Ralph Austin, Raymond Murphy, Warren Goodrich and Arnold Johnson, all of Rutland.

Rutland Daily Herald
October 4, 1952

Plan Removal of Soldier's Body From Lonely Grave

Remains of Negro Hero of Civil War to Be Reburied in GAR Lot at Evergreen Cemetery as First Project in Veterans' Council Grave Restoration Program.

An 80-year-old error will be corrected by the Rutland Veterans' council tomorrow in connection with a general program for repair of veterans' graves in the city. The council discovered a Negro soldier, killed in the Civil War, has been a victim of segregation, since his body was buried

near the east fence of Evergreen cemetery, while his white comrades are buried in the GAR lot.

The Negro soldier's remains will be exhumed Sunday and reinterred with his white comrades.

The soldier, Pvt. Jonathan Broadwell, was a member of the 41st Ohio Infantry volunteers.

The council yesterday issued a call for volunteers to aid in the work of repairing 200 graves in the city.

Volunteers are to meet tomorrow at 10:30 a. m. near the GAR lot in Evergreen cemetery.

Monuments that are broken will be repaired, lots will be graded and stones will be straightened.

Volunteers do not have to be veterans, according to Lyle E. Hansen of 140 Baxter street, chairman of the project.

"The services of any patriotic citizen will be appreciated," Hansen declared.

The council, consisting of the American Legion, the Veterans of Foreign Wars and the Disabled American veterans, plans to repair all graves before Memorial Day.

"Volunteers are requested to bring rakes and shovels," Hansen said yesterday.

"In event of rain, the work will be done on the following Sunday," he stated.



RUTLAND'S FIRST ICE CARNIVAL DRAWS 800

Municipal Rink Scene
of Merry Gathering as
Skaters Compete for
Prizes

In the flickering light cast by flaming red torches and the steadier, brighter glare of strings of brilliant electric lamps, a gaily garbed throng of Rutland's lovers of skating, the old ones young again and the younger generation in its glory, skated at the fair ground municipal rink last night until well on toward morning.

The women far outclassed the men in the glory of their raiment as might be supposed. So much more gorgeously were

they garbed, however, that the prizes for best costumes went to two women instead of a woman and a man. The latter sex hung their heads in shame.

Mrs. Jack A. Crowley, dressed as Prince Charming from Alice in Wonderland and Mrs. T. W. McKay as a Russian Cossack, both costumes elaborate and colorful, were given the prizes. In marked contrast was the disguise of Leo Grandy, that of a hobo, for which he received most grotesquely dressed.

There were races. Andrew Catozzi won the quarter-mile race for men and Gertrude Meyers the same event for women. William Hevey was winner of the half-mile for men.

No amateur fancy pair skaters appeared, but John Hurley and little Miss Frances Parker gave an exhibition from the International School of Skating and Henry Pecor, William LaMountain and F.B. Howard gave an exhibition of figure skating.

Eight hundred people flocked to the fair grounds last night for this, Rutland's first ice carnival conducted by the Rutland Chamber of Commerce. It was an ideal night. A new moon, aided by myriads of stars, did what it could to brighten the scene and despite a certain frosty tang in the air, the crowd apparently enjoyed itself to the extreme.

Music was furnished by a huge Magna Vox and bonfires around the rink added to the warmth and festiveness of the scene.

The costumes were many and various. There was the usual quota of clown, pierrot and pierrette masques and there were many gaudy skating rigs, not easily catalogued, but nevertheless effective. Many were there in knickers and all types of sweaters, some bright, some dark, all combining to make the scene a bright one.

The warming house did good service and was a popular mecca for the spectators who occasionally succumbed to a chilled feeling and took their way hither.

Rutland Daily Herald
February 13, 1920

Hugh Duffy, Pioneer Coal Dealer, is Dead

Was Once Active in Local
Democratic Politics—Long
an Alderman.

Hugh Duffy, aged 65 years, one of the well known residents of Rutland county, died yesterday morning at his home. He had been in failing health for some time, but had been seriously ill for the past 10 days. Mr. Duffy was born in East Dorset, September 11, 1854, and his early life was spent there. He was educated in the village schools.

He came to Rutland to live about 35 years ago and entered the meat and grocery business on Evelyn street with Michael Clifford, and a general business was carried on for some time. He was one of the pioneer coal merchants of the city, having carried on a coal business at the corner of West and Pine streets for nearly 30 years.

Mr. Duffy was a member of the board of aldermen from 1899 to 1907, serving as a member from the seventh ward, when the aldermen were elected by each ward instead of by the community as they are at present. He was very prominent in city politics, was a democrat in party affiliation, and was recognized as one of the leaders of the party in the city. During the greater part of his life time Mr. Duffy was interested in a business way in the marble quarrying and real estate, besides conducting his coal business. He was a member of St. Peter's church.

He is survived by his wife, formerly Miss Anna Keenan, daughter of the late Dr. J. C. Keenan of this city; a daughter, Mrs. William A. Onion; a son, Hugh Duffy, jr., of this city; and four brothers, Thomas Duffy of Glens Falls, N. Y., Frank Duffy and James Duffy of this city, and John Duffy of New York. The funeral services will be held Sunday afternoon at 2.30 o'clock at St. Peter's church and burial will be in Calvary cemetery.

Rutland Daily Herald
February 16, 1920

NEWS OF THE CITY.

HUGH DUFFY'S FUNERAL.

Largely Attended Services at St. Peter's Church Yesterday Afternoon.

The funeral of Hugh Duffy, a former alderman, and one of the best known citizens of Rutland, who died last Thursday at his home on West street, following an illness of about two weeks, was held at St. Peter's church yesterday afternoon at 2.30 o'clock, with Rev. J. M. Brown as the officiating clergyman and in spite of the inclement weather and heavy fall of snow, the services were very largely attended, the church being well filled.

The bearers were Francis Tracy, Adolphus Gouchoe, James B. Hartigan, Thomas C. Elworth, Michael Gilrain and John P. Smith. Burial was in Calvary cemetery and Rev. Fr. Brown officiated at the committal services.

Music was furnished by the full choir assisted by John C. Clifford and Joseph T. Clifford, and during the services Miss Nellie Barrett rendered a vocal solo, and John and Joseph Clifford rendered a duet.

There was a profusion of floral tributes. Among the set pieces were wreaths from the Rutland coal dealers, employes of the Hugh Duffy coal company, of which he was the proprietor, the Police department, a casket bouquet from the John Duffy Publishing company of New York and numerous offerings from relatives, friends and former business associates.

Among those from out of the city who attended the funeral were Mr. and Mrs. John Duffy and son of New York, Mr. and Mrs. Thomas Duffy of Glens Falls, N. Y., Mr. and Mrs. Edward Butler of Proctor, John Gleason of Dorset, Patrick McDevitt of Pittsford, and Mr. and Mrs. Nedson Dwyer of Brandon.

SETS LIFE OF DORR BRIDGE AS 8 YEARS

Feeley Makes Survey and Recommends That Loads Be Limited to Three Tons.

With the idea of saving the beauty and utility of Dorr Bridge, Commissioner of Public Works Joseph P. Feeley has compiled a list of suggestions and, in an interview given the Herald yesterday, he sets forth the history of the bridge from the time that it was built in 1871 up to the present time. The bridge is of lattice work type which is regarded as the very best kind as it is permanent in nature and beautiful from an artistic standpoint.

Commissioner Feeley states that, with proper care, the bridge may last from five to eight years but it will be necessary to make frequent observations and limit loads crossing it to three tons.

He recommends that the bridge structure be allowed to remain as it is and that repairs to the pier and abutments be made.

Built in 1871.

The history of the bridge as compiled by Mr. Feeley, follows:

"It was proposed by the town selectmen in 1868, to build a wooden bridge over Otter Creek and extend the highway east and north, south and west; this to be completed on or before October 1, 1870. An estimate was prepared and rendered of from \$8000 to \$12,000. This was considered too high and the proposition was dropped.

"In 1871 a contract for said bridge was let to Evelyn Pierpont as follows:

"To be a wood-lattice type, 200 feet long and 22 feet wide, including abutments and pier, and to be completed on or before September 1, 1871, for the sum of \$5,500. The bridge was completed and opened to traffic early in 1872. After a few months it was noticed that the pier in the center was settling and upon investigation it was found that the foundation of said pier was resting on a quicksand bottom. Notice was given the contractor that the pier would have to be removed and \$800 be allowed said contractor for a new pier and removal of settling pier.

"The bridge was jacked up and piles 20 feet long were driven and new pier set in position and bridge opened to traffic in June, 1872.

"From failure to perform and fulfill his contract payment of \$850 was retained by the town from the sum paid E. Pierpont.

"In 1874 said contractor performed and fulfilled the contract and payment was made in full amounting to \$975.

"The year 1877 showed that the stone pier was again sinking and pitching to the south; the bridge was raised up and the pier brought to the proper elevation. The pier continued to settle and was off line again in 1878.

Undermined by Freshet.

"The freshet in the spring of 1895 undermined the abutments and the bridge began to settle. The last abutment was relaid and a large amount of stone was dumped in at the base to form further protection from high waters in the future. The total cost of the above repairs was \$246.25.

"In the year 1898 the bolsters and wall plates decayed and rot had extended to the lower cord, the ends of the center pier were cracked and the bridge had settled. It was noted that the further destruction of this pier might be stopped by driving sheet piling about the pier so as to lengthen the foundation, removing the material with a sand pump and refilling with concrete. It was further noted that such work might be done while the ice enabled the workmen to walk about the pier. With the foundation secured, the further strengthening of the portion above the water could be delayed until the following summer. Some of the masonry had to be pointed.

"In 1902 the roof was leaking badly and needed shingling as soon as possible to keep the frames from decaying. In 1903 the south side of the roof was shingled at a cost of \$34.75.

"The plank floor was renewed and a few minor repairs made at a cost of \$350.

"Again in 1919 the bridge deck was replanked at a cost of \$848.50

Survey Made in 1922.

"In 1922 a survey was made and pictures taken of the pier, abutments and east and west approaches. A plan of the profile was made and elevations shown every 20 feet along the bottom chord. It was noted that settlement was on the south side of the pier in the center, and marble slabs were pulled from north to south and that sections of marble were crushed from the strain of warped surface. The west abutment elevation shows that the north side of the bridge floor is .3 lower than the south side. The center pier elevation shows that the bottom chord on the south side is .24 lower than the north side and east abutment that the bottom chord on the north side is .26 lower than the south side of the floor.

"Other observations are that the east bottom chord at the abutment is .7 lower than bottom chord at the west abutment.

"The bottom chord at the center pier is .2 lower than the bottom chord at the east abutment; also the bottom chord at center pier is .9 lower than bottom chord at west abutment.

Recommendations of Feeley.

"The west abutment has settled on the northwest corner and should be pointed up. The center pier is in bad condition and has settled on the south side. It can be strengthened by incorporating new marble in the openings and pointing same with a rich cement mortar. Pictures of the piers and abutments show conditions much better than a report. The east abutment is in similar shape as far as pointing goes. This abutment seems to be sliding from the center line to the south and it will require chinking and pointing with a rich mixture of cement mortar. From the above observations it will be noted that the deck of the bridge has a warped surface and it is my recommendation that the bridge structure remain as it is and repairs to the pier and abutments be made. The bottom chord at the center pier has been jacked so much that it is sprung and the 8 by 10 sill digs into it for about 2 inches. If further jacking is done it will do more damage than good.

"The lattice work on the bridge is in bad condition and borers have gotten into the wood so that the rot is showing on both the top and bottom chords.

"The bridge will possibly last from five to eight years with proper care, with frequent observations, and limiting loads to three tons.

"The object of this report is for the benefit of future city engineers, that proper attention may be given and notations made of all movements both in the sub-structure and super-structure. Elevations should be taken at least two times each year and, if settlement of deck of bridge shows greater than amounts incorporated in this report, the bridge should be brought to elevations as shown on the plan dated January 31, 1922."

Rutland Daily Herald

August 9, 1922

BABY CONTEST TO BE 1922 FAIR FEATURE

Rutland to Take Part in Na-
tional Move for Healthier
Little Folks.

Statistics just given out by the United States government showing Vermont as second in the country in the percentage of defectives, have led the management of the Rutland fair to inaugurate a Better Babies contest for the exhibition next month, to be handled along the lines of the contest of 1914.

The tabulated statistics, as given out by the government, were based on the results of the physical examinations required during the war and the fair association is of the opinion that something must be done to improve the condition of the young people of the state, paying especial attention to babies.

Not a Beauty Contest.

The contest, it is said, is to be a scientific move to insure better babies and a better race and it will be conducted on the same principle as the livestock contests. Beauty will not count, physical and mental development being taken into consideration by the judges. The score card system will be used and the examinations conducted by a physician along these lines.

Arrangements have been made with the board of school commissioners for the use of the Park street school, which is directly opposite the Park street entrance to the fair grounds, as the place for the examinations. These physical tests will be held Monday and Tuesday and prizes awarded Wednesday of fair week. The entries will close a week before the fair and each entrant will receive notice of the time when the examination is scheduled.

Arrangement of Classes.

There are to be three classes: Division A, babies from towns of 1000 population or less; B, babies from towns over 1000 and less than 5000; C, babies from towns over 5000.

Each division will be subdivided into four classes as follows:

Boys six months to 24 months old; boys over 24 months and under 36 months old; girls the same.

The prizes for each class will be gold, silver and bronze medals and the management is making an effort to procure special prizes for the highest scoring boy or girl in each division.

Should the contest prove successful, it is announced that it will be continued and the scope extended to include young people up to 21 years of age. This plan will involve a preliminary examination in April and prizes will be awarded to those making the greatest improvement from that time until the beginning of the fair.

New classes will be arranged each year, it is said. At all examinations those contesting will be given directions as to the proper diet and methods of living to correct any defects, which may be found.

Entry blanks for the Better Babies contest are now being printed and may be obtained from the secretary of the fair or Miss Miriam McKenzie of Castleton, who will be superintendent of this department. An executive committee will be selected locally to assist in handling the contest.

Rutland Daily Herald
October 26, 1922

FAMILY OF WHIPPLES PIONEERS, SOLDIERS

Benjamin Whipple, Jr., Moved
to New York State; Devoted
Life to Church.

An article on the Whipple family, formerly residents of Whipple Hollow, West Rutland, recently appeared in the Auburn, N. Y., Advertiser-Journal and was written by F. A. Skelton of Auburn and Rupert. Mr. Skelton is a member of the Vermont Historical society and of the Cayuga county, N. Y., Historical society. The article follows:

"The Baptist Church Society of Stuart's Corners, in the Town of Venice, is the first religious society organized in the County of Cayuga. Its pioneer preacher was David Irish and one of its first leaders and energetic supporters was Benjamin Whipple of Rutland county, Vermont. Whipple's religious fervor, indomitable courage, missionary spirit and fixed piety gave him a second place in this local field and he served this society as its pastor from 1800 to 1803.

"Benjamin Whipple was a soldier of the American Revolution, Vermont troops, born in Hardwick, Mass., September 16, 1755, the son of Benjamin and Hepzabah Crosby Whipple.

"Benjamin Whipple, sr., came into Bennington, Vermont, in 1761, was one of the original organization members of Dewey church in Bennington. He was a veteran of the French and Indian wars, became an honored "squire" and by act of the Vermont Legislature a muster master of state troops; also a corporal under Capt. Elijah Dewey prior to the outbreak of the revolution. During the late pre-revolution days he with his large family removed to the township now known as West Rutland, in "Whipple Hollow" and there permanently established his family.

"The topography of Whipple Hollow is interestingly wild today and the mountain sides to the east and west underlying with Vermont marble, now owned or controlled by the Vermont Marble company of Proctor, are yielding tons of valuable product.

Buried in West Rutland.

"Benjamin Whipple, sr., retained his appointment as squire and public records show that he served as such with honor and distinction until the late seventeen hundred and nineties. He died on the homestead and, with his wife, is buried in the old West Rutland cemetery. He died in 1806. The early life of his son, Benjamin Whipple, jr., was spent in Whipple Hollow at the southern boundaries of the town of Pittsford. From the home he entered Vermont service in the revolution as a private. His battlings cover the territory from the westerly slopes of the Green Mountains to Lake Champlain and the Hudson river valley, including Ticonderoga. His several enlistments under various commands is evidence of the fact that he took part in many battles, and his worth as a patriot is spread upon the Vermont rolls.

"About the year 1779 he married Silence Bundy, presumably somewhere in Vermont, and subsequent to 1794 migrated with his large family into the wilds of the town of Venice and became active in pioneer mission work.

Loses Wife and Child.

"In 1803 with unqualified recommendations from the Baptist church of Venice he appears in the town of Ledyard at or near Barbers Corners where he preached in school houses and private homes. His son, Benjamin, died here in 1803 and in 1805 his wife, Silence, passed away. Both were buried on the edge of a gully back of the barns on the old James Barber homestead farm.

"In 1806 he went to Groton, Tompkins county, and assisted in the organization of the First Baptist church of Groton. In the same year he married Sally Luther, presumably the daughter of one of the pioneer Luther families of Groton and by her probably had one or more children. He served this church and churches surrounding for several years and in the spring of 1812, at his request, he was dismissed to take up a new field of labor at Sennett Corners. During the epidemic of the winter of 1812 and 1813, while engaged in ministering to the sick and dying he fell by the wayside March 8, 1813.

Buried at Sennett Corners.

"In the old part of the Baptist cemetery south of Sennett Corners on the brow of the hill, shaded by pines, stands a lone head stone of the period of three generations ago. The stone stands five feet high and about two feet wide, distinctly inscribed as follows:

Rev. Benjamin Whipple
died

March 8, 1813
aged 57 years
5 m and 22 ds

Text P. S. 37. V. 37.

"As was customary in those days the text of the funeral sermon was placed on the monument. For the convenience of those whose Bibles are dusty I offer this text:

"Mark the perfect man and behold the upright: for the end of that man is peace."

"At the close of a persistent search for this grave, covering a period of nearly a year, the reader can imagine the feelings of the scribe. Here alone, after a pious, self-sacrificing life—given to his country and humanity, with his first wife buried on the edge of a gully at the back gate of a barnyard in Ledyard and his second wife presumably buried at the side of her second husband in a grave as yet unidentified—with a few remote living descendants, perchance, scattered throughout the United States. The discovery of this spot held me with deep reverence and thoughtful consideration.

"Orders were given for the care of this grave, and the straightening of the nodding headstone.

"I trust that the Owasco chapter, D. A. R., will place its marker at the grave, at an early date."

Rutland Daily Herald
October 5, 1922

MANNING PLANT WILL BE REBUILT AT ONCE

Fire at Dairy Goods Manufactory Will Not Throw 75 Hands Out of Work.

The plant of the Manning Manufacturing company, makers of dairy and creamery apparatus, which was badly damaged by fire early yesterday morning, will be rebuilt at once, it is stated by the president, Edward Manning, and the 75 men on the concern's payroll will not be thrown out of employment. The flames were first discovered in a pile of shavings in the boiler room and spontaneous combustion is believed to have been the source of the trouble. The fire was located in the main building, a one-story brick structure at the corner of Baxter street and Cleveland avenue. Mr. Manning says the loss will be several thousand dollars. He will not be able to determine the approximate amount for several days.

As near as can be learned the fire was discovered about 5 o'clock and an attempt was made by employees, with the use of a stream of water from a nearby hydrant, to stop the blaze, which at this time was confined to the shaving pile in the rear of the furnaces. This being unsuccessful, an alarm was rung in from box 62, but the antics of the alarm system caused another delay. There was no watchman at the plant.

Fire Breaks Out Anew.

By 7.30 o'clock it looked as though the fire was under control although there was considerable smoke and steam. In some manner, however, the fire worked its way over the oil storage room and into the shipping quarters and the dry kiln. Tongues of flame then shot high into the air accompanied by black smoke from the burning oil and dry shavings, of which there were tons. The latter part of the fire was the more spectacular.

The firemen remained at their posts on the roof until ordered down by Chief John P. Reedy and within a very few minutes the roof crashed in. In a short time the firemen again had the fire under control, the cellar being practically flooded from the six streams of water operating under high pressure.

Machinery Drops into Basement.

The main room, which runs along the Cleveland avenue end of the plant, is damaged by smoke, water and, in the central part, by fire, some of the floor caving in with the heavy machinery. The office is badly damaged with smoke, water and heat, while the store room and shipping department is totally destroyed as are the drying rooms, boilers and basement. Many electric motors are damaged.

On the floor of the main shop, a large butter making machine was ready for shipment and this, although not hurt by fire, was damaged to a considerable extent.

There was something of a mystery as to the flames getting beyond the fire wall, which surrounds the boiler, shavings pile and oil room, but it is thought probable they followed the big steam pipes which furnish heat for the dry kilns.

This is the third time the company has had a fire and the second time the fire was first found in the shavings pile in the rear of the furnace.

Chief Reedy received a slight cut on one hand, as did Capt. Edward Mabury of Station No. 2, but beyond this none of the firemen was hurt.

Water Pressure Good.

The water pressure was excellent and Superintendent of Water Works Francis Tracy stated that the three hours of heavy drain on the water supply made no difference in the pressure throughout the mains, something out of the ordinary considering the extremely dry period.

Rutland Daily Herald
November 20, 1922

Jewish People to Have Synagogue in Rutland

Purchase "Dr. Hall" House on
West Street; Social Club
for Boys Planned.

The large brick house at the northeast corner of West and Elm streets, occupied for many years by Dr. E. T. Hall, and lately by Dr. C. H. Swift and family, has been sold by Fred R. Bailey to Joseph Mintzer of the city, and it will be transformed into a synagogue for the Jewish families of the city. It will also be used as a Jewish boys' club and arrangements are now being made for a charter by the society.

It is understood the purchase price was about \$6000. The house is one of the older homesteads of the city.

There are at present about 30 Jewish families residing in Rutland.

Rutland Daily Herald
October 19, 1922

BEGIN OPERATIONS ON NEW BAKERY FRONT

Work Preliminary to Widening of Grove Street Is Now Well Under Way.

Workmen have begun operations to take 10 feet off of the east section of the building on the west side of Grove street, owned by Frank D. White and occupied by Joseph Renaud as a bakery. A modern brick front is to be built. The change is made to conform with the recently established city line. The Foley building, south of the White block, is already established on the new line. The Cahoe and Foley blocks have been transformed into one structure which has a new brick front. The Thrall block is being constructed on the new city line and will be built of brick and tile.

Workmen have also commenced to cut 10 feet from the east section of the Duffy block and replace it with a brick and glass front. The appearance of the blocks will be greatly improved and the row of stores modernized when the work is finished, it is pointed out.

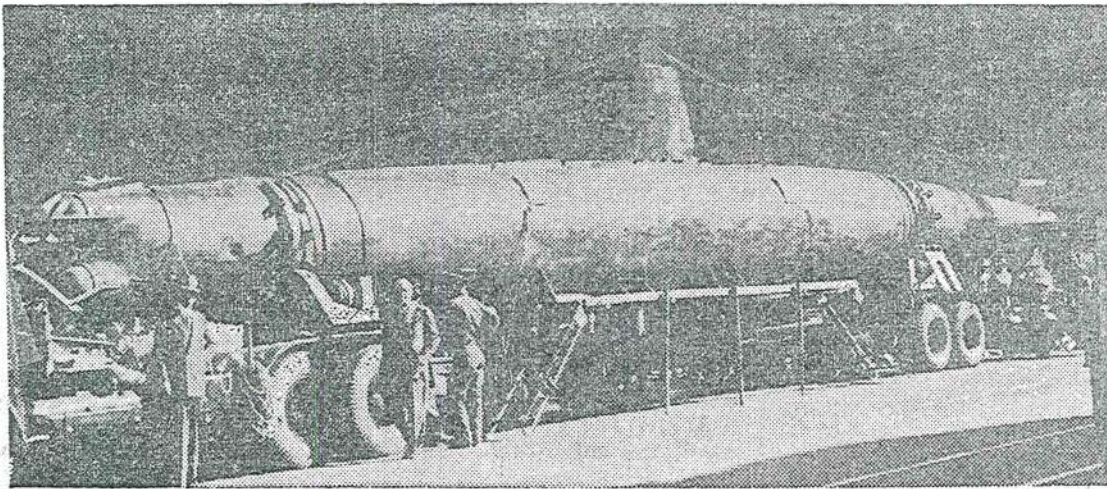
The Marble Savings bank, which owns the only remaining building that is to be made to conform with the new city line have waived all claims for damages and it is understood that early in the spring the building is to be torn down and replaced by a marble bank building.

The Knights of Columbus expect to commence work soon to make changes in their clubhouse, made necessary by the widening of the street. The Oakman electric store, located in the Landon building has already been remodeled to conform with the new line. The Murray block at the corner of State and Grove streets will have to lose a few feet on its east side. The city and Mrs. Murry, the owner, have agreed on terms.

According to the special committee of the board of aldermen appointed to investigate the costs to the abutters is estimated to be \$24,512.80.

At the municipal election last year the city voted a bond issue of \$25,000 to cover the cost of widening the roadway. The street is to be approximately 50 feet wide and to be constructed of cement concrete. Commissioner Joseph P. Feeley expects to commence operations early in the spring.

When the task is completed, the northern limit of Merchants Row will probably be State street instead of West street.



Above is a view of a two-man Japanese "suicide" submarine, one of the most prized souvenirs of the Pearl Harbor attack, much as it will appear at Depot park this afternoon, when it will be exhibited as a means of boosting sales of war bonds and stamps. Already hundreds of persons have invested in war securities and received tickets of admission to the exhibit.

Jap Submarine, Trophy Of Pearl Harbor, Here Today

Residents of Rutland and vicinity whose indignation was aroused by the cowardly attack on Pearl Harbor by the Japanese Navy on December 7, 1941, will have an opportunity today to see one of the weapons which the Nipponese used in vain to help in avenging the attack by purchasing war bonds and stamps.

Homer Cornell, city war bond chairman, last night declared that there is additional incentive for Rutland residents to buy war bonds and stamps just now, for, besides seeing the foreign warship by making the investment, they can help to bring up the city's war securities sales total, which was \$35,906 short of quota for May. The goal set was \$128,700 but total sales aggregated only \$92,794.

The submarine to be shown, an 81-foot craft which was captured by the United States Navy before it had accomplished its mission, will be on view in Depot park from noon until 3:30 o'clock this afternoon in connection with a nation-wide tour sponsored by the United States treasury department.

Hundreds of persons, many of whom already have secured tickets of admission to the exhibit by purchasing bonds or stamps, are expected to throng the park and adjoining streets. A committee headed by Frank J. Vennett, war activities chairman, has made arrangements so that all comers will have opportunity to inspect the submersible, which will be mounted on a platform.

The coming visit of the war relic has incited much interest in local industrial plants where war materials are being turned out. This is manifest, especially, at the Lincoln Iron works where \$1006 has been invested in stamps and bonds for tickets, Vennett stated last night. The plant management will "stagger" working hours so that every employe who wishes to do so may get off to visit the exhibit.

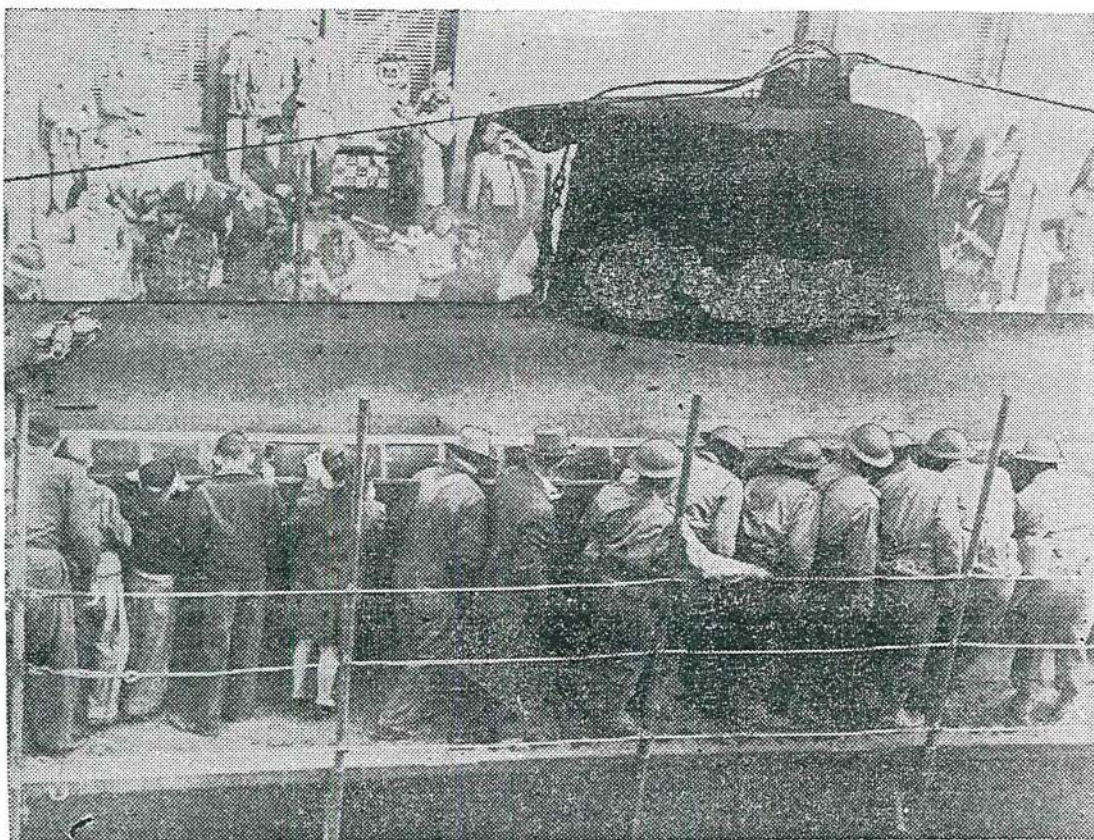
Schools of the city will close at 1 o'clock so that pupils may inspect the war relic.

Although schools were originally supplied with white tickets, signifying that the holders had bought war stamps to the value of 25 cents, some of the schools have called for adult tickets, printed on yellow paper, which shows that the holders invested \$1 or more to help win the war.

Tickets may be obtained today at banks, stores and theaters, besides the schools.

A committee to greet the skeleton crew traveling with the tractor-drawn submarine comprises Dr. Gray S. Clark, Leroy B. Noble, Alderman William H. Foley, William J. Pauli and Arthur S. Allaire. The chief of the fire department, Alfred H. Koltonski, and the chief of police, Harold S. Potter, have charge of arrangements for setting up the craft in the park. The bankers who will direct the sale of bonds and stamps are Henry A. Dahlgren, Claude J. Vaillant, Stetson C. Edmunds and Earl S. Wright.

The submarine will be paraded through the business district just before the exhibition in the park opens.



The soldiers and civilians seen on the catwalk above are not amusing themselves at a "peep" show but are inspecting the interior of one of the United States' most prized relics of the war, a "baby" submarine captured at Pearl Harbor after it had taken part, unsuccessfully, in the treacherous attack upon American Naval installations on December 7, 1941. This submarine will be exhibited in Rutland on June 2 in connection with a nation-wide drive to sell war stamps and bonds. The photograph shows the conning tower and a portion of the superstructure of the 81-foot boat, propelled by power from 104 storage batteries, which had a cruising range of 150 miles. The sub was fitted with two torpedoes by its inventor, with the expectation that it would destroy two enemy warships, and with a powerful demolition charge designed to blow the craft and its crew into bits. The windows were cut into the ship by United States Naval men to permit ready inspection of the interior during exhibitions.

Tickets to See Jap Submarine Are Going Fast

Tickets of admission to the two-man Japanese "suicide" submarine, which is to be exhibited in Rutland on June 2, already are being snapped up through the purchase of war stamps, Frank A. Vennett, war activities chairman, stated last night. These tickets are issued in two forms—white ones to those who buy 25-cent stamps, as school children, and yellow ones for adults, who invest \$1 or more.

These tickets have been placed in all schools, banks, theaters and in stores. They cannot be secured except through the purchase of war stamps or bonds.

In co-operation with Vennett and his committee, school authorities have arranged for a "solid session" of all schools on "Submarine Day" so that all boys and girls who wish to do so may inspect the war relic which was captured from the Japanese navy by Americans at Pearl Harbor.

The baby warship, which will be shown at Depot park from noon until 3:30 o'clock, is 81 feet in length and six feet in diameter and weighs nearly 35 tons. The sub in action carried two torpedoes, each 18 feet long and 18 inches in diameter, each of which weighed 1750 pounds; also a 300-pound nitroglycerin charge, designed to blow up the boat and the crew in it. Power for navigation was furnished by 104 storage batteries.

The Navy has removed the real torpedoes and substituted replicas of much lighter weight. The demolition charge also has been removed.

The sub had a cruising range of 150 miles.

5000 View Japanese Sub

Stamps and Bonds Totaling at
Least \$53,000 Sold as Result
of Its Visit.

More than 5000 persons bought war stamps and bonds in the amount of \$53,000 yesterday for the privilege of seeing the captured Japanese submarine which was exhibited in Depot park here for more than three hours in connection with its coast-to-coast tour under the auspices of the United States treasury department for the purpose of spurring sales of the war securities.

Frank A. Vennett, war activities chairman, stated last night that stamps with a purchase value of more than \$3000 were purchased, largely by school children, while bond sales totaled \$50,000, with reports still incomplete.

Schools had been dismissed early in the afternoon to permit the boys and girls to see the war relic and at least one shop allowed workmen who wished to do so to visit the park. Clerks poured out of stores and offices to swell the crowd. Only restrictions on motor-ing prevented the gathering from being the largest seen in the downtown area in years, it is believed.

The submarine, drawn by a tractor, arrived in the city from Burlington and Middlebury without any fanfare; there was no band music, no spectacular parade. None of these was needed for the reputation of the miniature war craft had gone before it and, even before it was set up at the north end of the park, several hundred persons were lined up along the adjoining streets, waiting to inspect it, and the park was thronged until after the exhibit had been removed.

For exhibition purposes, the 81-foot metal underseas boat, looking like a replica of a giant torpedo, was raised a few feet above the ground and the interior could be glimpsed only through a series of small windows reached by catwalks on either side of the submersible.

So well was the big crowd handled and so convenient were the accommodations that more than 1000 persons an hour passed over the catwalks. Hundreds of others saw the sub from other vantage points in the park.

Visible within were two mannikins of Japanese naval men, the submarine's crew, who had no alternative except to blow themselves and their craft up with a demolition charge or surrender. The captain of the boat chose to swim ashore and give himself up at Pearl Harbor but no one knows what became of the other man.

The mannikins are necessarily small because of the cramped quarters within the sub. They are surrounded by storage batteries which furnished power to run the boat with its cruising range of not more than 150 miles and no facilities for recharging the batteries and permitting the sub to return to its mother ship or base, once the supply of electricity had been consumed.

From the time a loudspeaker blared forth the information that the exhibit, described as "a typical example of the cunning and viciousness of the men from Tokio," was opened for public examination until the craft was made ready for transportation to Bennington, about 3:30 o'clock, long lines of waiting men, women and children extended from the steps leading to the catwalks south to the railroad station and north to a point in front of the Rutland County National bank on Merchants Row. School children predominated in the crowd but many of them paid more than the 25 cents, for war stamps, necessary for admission, members of the committee stated.

Police and state motor vehicle officers had roped off a large area near the park so that the crowd did not extend on to Merchants Row and interrupt north and south traffic.

Sergt. Earl R. McGuire, Sergt. Ernest Nichols and Sergt. Dan Wettlin, jr., of the Marine recruiting center here, and Corp. Walter Guilfooy and Pvt. John Gannon of the Army recruiting center were on duty as guards during the time that the submarine was on view. The Navy was represented by Chief Machinist's Mate Michael Gabco and the Coast Guard by Chief Quartermaster William Fernstrom.

The WAACS maintained a booth near the sub during the exhibition for dissemination of information concerning the organization. Auxiliary Eunice Hall, Portland, Ore., who is attached to the local station, was in charge. Lieut. Olga M. Thompson of Torrington, Conn., also on duty here, spoke briefly over the loudspeaker system.

A history of the Japanese submarine, which was captured by the United States Navy after it had been aground on a reef, as well as a description of the craft, were given at intervals over the loud speaker. There also was music over the speaker system.

Four bankers, Henry A. Dahlgren, cashier of the Killington National bank, Earl S. Wright, president of the Marble Savings bank, Stetson C. Edmunds, treasurer of the Rutland Savings bank, and Claude J. Vaillant, cashier of the Rutland County National bank, sat at a table near the sub during the exhibition and sold war stamps and bonds, giving out admission tickets in return.

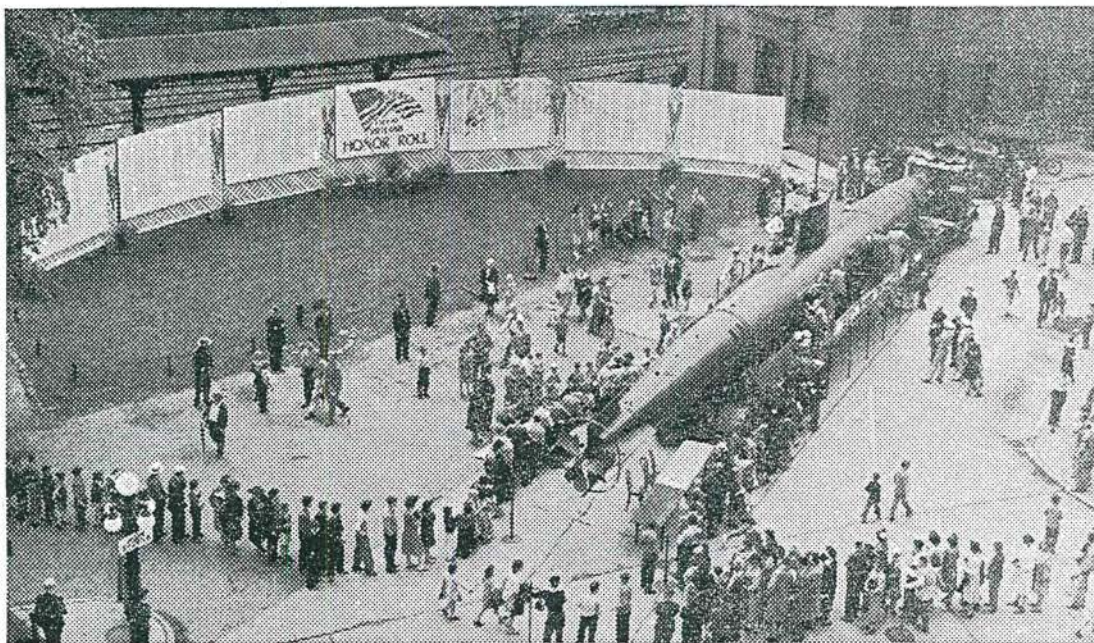
The exhibit was in charge of Herbert Gahagan of the United States treasury department, Washington, who stated that more than 4,500,000 persons have trod the catwalk in order to catch a glimpse of the submarine during the 13,000 miles which it has traveled since it started on its nation-wide tour last October. Rutland was the 348th community in which it has been shown. It will be taken to the midwest after touring New England.

The exhibit is hauled about by a tractor furnished by the Bigge Drayage company of Oakland, Cal., who provide a crew of three men, Claude Causley, Frank Merkle and Robert Trutner of Oakland. Trutner rejoined the crew today after a honeymoon, his bride accompanying him to Rutland.

The general committee which made arrangements for the appearance of the Jap submarine in the city comprised Frank A. Vennett, Homer Cornell, James H. Lucas, Gerald E. McLaughlin and Jack H. Weiss.

Chief Alfred H. Koltonski and other members of the fire department erected the catwalks for the accommodation of spectators while Police Chief Harold S. Potter and some of the patrolmen directed traffic, with state motor vehicle officers. The Rutland Railroad company gave permission to use the park for the exhibit and the Central Vermont Public Service corporation supplied lights for the interior of the submarine. The Hotel Bardwell loaned chairs and tables. Tickets were handled by teachers in the schools.

Rutland Daily Herald
June 4, 1943



Herald Photo.

The captured Japanese submarine, now on tour of the country, after being the means of selling war stamps and bonds in Rutland to the value of \$53,000, still is proving a big drawing card, according to the United States Treasury department, sponsor of the trip. Above may be seen the long queues of people waiting to tread the catwalks on the sub while it was on exhibition here Wednesday. So lengthy were the lines that they extended far beyond the range of the camera, this condition lasting throughout the three and a half hours the sub was on exhibition here.



Herald Photo.

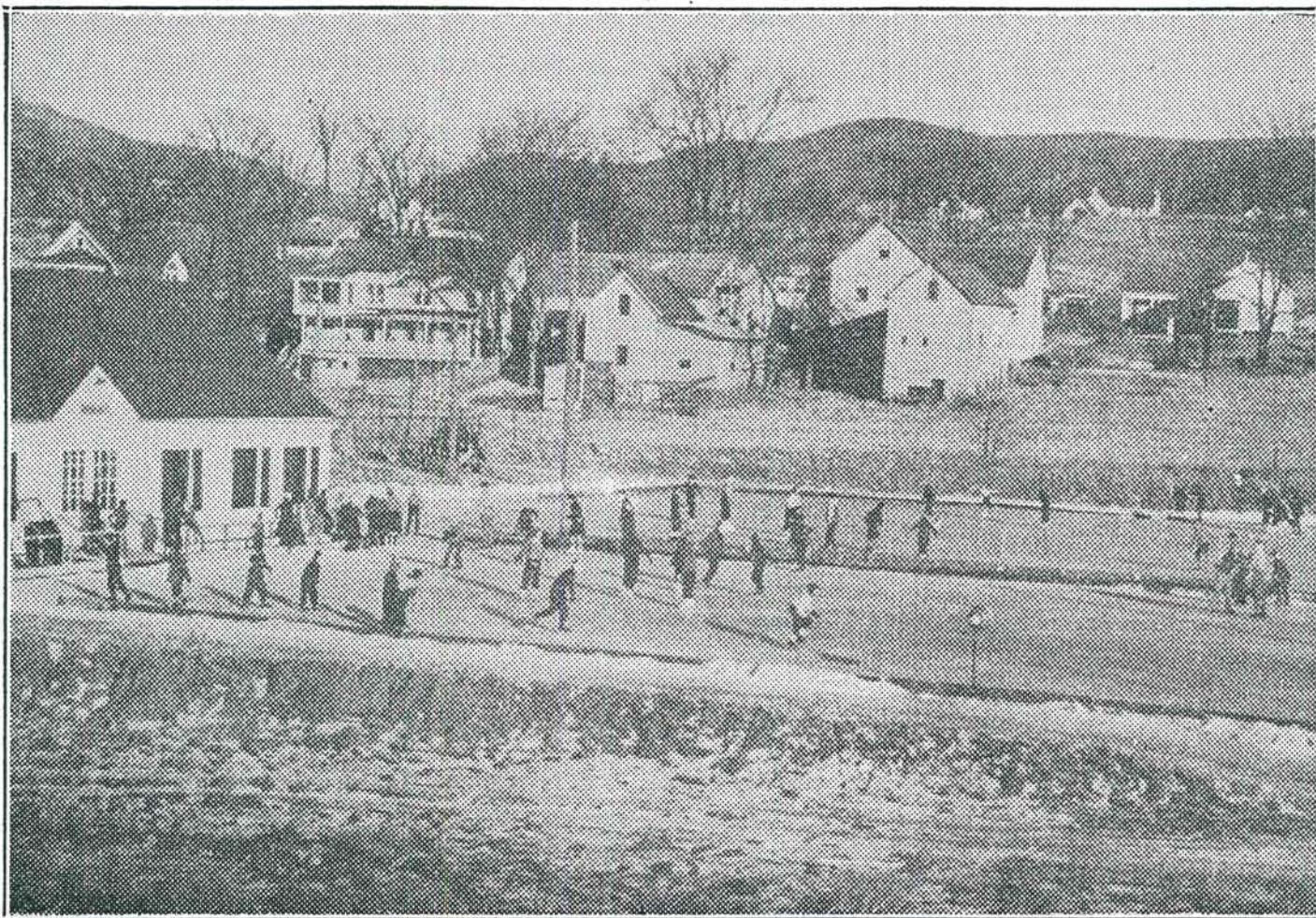
The new lodge for skiers and hikers now nearing completion below Deer's Leap in the Sherburne Pass at the foot of Pico peak is shown above. Accommodations for a large number of outdoor sportsmen are provided in the three-story completely insulated building across the road from Long Trail lodge. It will be completed in time for the ski season, it is expected.



Herald Photo.

The "Old Williams House" at 26 South Main street had, as one of its first tenants in 1794, the Rev. Samuel Williams, founder of The Herald. It is now occupied by Mr. and Mrs. Edward J. Allen.

Rutland Daily Herald
December 27, 1939



Herald Photo.
Continued cold weather has provided a happy holiday vacation for youthful skating fans. Above is a scene yesterday at the Rotary skating rink on North street, with scores of boys and girls taking advantage of the clear, crisp weather for an afternoon on their blades.

DEDICATED MARKER.

Mount Independence Marked by
Hand's Cove Chapter, D. A. R.
Mrs. Maud B. Osborn, historian of
Hand's Cove chapter, Daughters of
the American revolution, furnishes
the following account of the dedica-
tion of the marker on Mount Inde-
pendence, Orwell:

"The members and friends of the
Hand's Cove chapter dedicated the
Mount Independence marker in Orwell
August 20, 1908. A large crowd gath-
ered at Mount Independence at about
12 m., where they ate their picnic
dinner. After viewing the marker,
the crowd assembled at the top of the
mount, which is known as the 'Horse-
Shoe Battery,' where they were wel-
comed by the chapter regent, Mrs.
Mary M. Platt.

"Mrs. Platt then introduced the
state chaplain, Mrs. L. B. Lord, who
opened the entertainment by prayer.
Mrs. C. E. Allen then gave a report
of the marker committee and pre-
sented the deed. Greeting by the
state regent, Mrs. C. N. North. In the
absence of one of the speakers, ex-
Governor Ormsbee, Mrs. Platt intro-
duced the following who spoke a few
well chosen words: State treasurer,
Mrs. J. G. Hinds of Vergennes, Mrs.
Mary G. Root, regent of Bennington,
and Mrs. R. O. Bascom of Fort Ed-
ward, N. Y.

"Mrs. Lord then spoke a few words
and recited the beautiful poem en-
titled, "Our Flag." After this, all
joined in signing "America." We then
listened to a very interesting and in-
structive paper on Mount Indepen-
dence during the revolutionary war
by R. O. Bascom of Fort Edward,
N. Y. It contained much valuable
history not given in our common
works on history and represented a
vast amount of time and research in
preparing.

"The marker is a beautiful shaft of
granite, fourteen feet from the foun-
dation. The inscription reads on one
side of the marker.

"Mount Independence,
named by troops here, where they
first received word of the Declaration
of Independence, July 18, 1776."

"On the next face reads:

"Memorial to the brave soldiers
buried here from 1775 to 1784 in un-
marked graves and to the military im-
portance of this Mount in the War
of the Revolution."

"On the third face:

"Erected by

Hand's Cove Chapter, Daughters of
the American Revolution, 1908.

"This monument, enclosed by a tasy
iron fence, rests on solid rock near
the shore of the lake opposite the
ruins of Fort Ticonderoga. The plot
on which it stands was given by deed
to the chapter by Mr. and Mrs. Ad-
dison Kimball.

"The occasion was honored by the
presence of three of the state offi-
cers: Mrs. C. N. North, state regent;
Mrs. J. G. Hinds, state treasurer; Mrs.
L. B. Lord, state chaplain; also by
one representative each from Seth
Warner chapter, Vergennes, Benning-
ton chapter of Bennington, Jane Mc-
Crea chapter of Fort Edward, N. Y.;
Green Mountain chapter of Burling-
ton, and six members from Ethan
Allen chapter of Middlebury. After
the benediction by the Rev. J. Chris-
topher Williams, the party broke up
at about 5.30 each feeling well paid
for the day's outing.



—Herald Photos.



Rutland's new Army observation post on Woodstock avenue was dedicated yesterday afternoon in 15-below-zero temperature. In top photo Miss Evelyn Redington, one of the observers, is shown raising a new American flag donated to the post by Metzger Brothers. Other observers who braved the chill wind to observe the ceremony are at right. In photo at left Mrs. Isabelle Kehoe sights a plane high in the winter sky while Arthur C. Brunelle, chief observer of the post, charts the direction and type of the plane, which will be immediately reported to the Army Interceptor Command. The new building was given a severe test over the week-end, but proved well able to afford shelter against the bitter cold. More observers, especially those able to provide their own transportation, are urgently needed to man the city's only observation post, which has been declared a vital part of the war effort by Army authorities.

Rutland Daily Herald
June 25, 1943

Century-old Newspapers Found In Partitions of G. H. Ross Home

Recalling the daily scenes of its comparatively early years was the discovery in the old G. H. Ross house, recently torn down at the corner of West and Nichols streets, of a bundle of timeworn newspapers, including copies of the Castleton Statesman of the year 1840. All over a century old, the papers were found within the attic partitions. The Statesman, which published for 21 years as a weekly, was discontinued in 1845.

The old landmark, familiar to Rutlanders for more than a century and a half, is to be rebuilt after the war by its new owner, Dr. J. Malcolm MacDonald of South Main street.

Testifying as to how well homes were built in the late 1700's white haired John A. Craig, veteran contractor who pulled the house down alone said yesterday: "It was quite a job to take it apart for several reasons—it was in good condition, and it was well built—I never saw a house built like it."

Craig sold much of the flooring, studding and boards, not for kindling, but for use in other buildings. "I couldn't give it away when I tried at first," he said, "but I finally sold it all."

"All the timbers above the sills were in nearly perfect condition although the sills naturally showed a little rot. They must have kept a good roof on it," Craig commented. "The flooring I sold was an inch and a half in thickness, unheard of nowadays, tongue and grooved, and held down with wrought iron, hand-made nails. The wall lathing was half an inch thick. It was split throughout with an axe so the plaster would clinch it."

Two timbers which now remain on the site indicate how solid the frame was. Twenty-six feet long and 14½ by eight inches in other dimensions, they are of pine wood, with

hardly a knot in them, all of which Craig states, is unusual. The frame was dove-tailed together and the walls were bricked between the studding.

Many passers-by have taken interest in the aged wrought iron, hand-fashioned nails of the period. It is thought the iron may have come from an old mine, several of which were worked in this region. An old iron furnace in Pittsford was in operation in 1790, according to county records.



General Merritt A. Edson

Born in Rutland, Vermont - April 25, 1897

CITATION: For extraordinary heroism and conspicuous intrepidity above and beyond the call of duty as Commanding Officer of the First Marine Raider Battalion, with the First Parachute Battalion attached, during action against enemy Japanese forces in the Solomon Islands on the night of September 13-14, 1942. After the airfield on Guadalcanal had been seized from the enemy on August 8, Colonel Edson, with a force of eight hundred men, was assigned to the occupation and defense of a ridge dominating the jungle on either side of the airport. Facing a formidable Japanese attack which, augmented by infiltration, had crashed through our front lines, he, by skillful handling of his troops, successfully withdrew his forward units to a reserve line with minimum casualties. When the enemy, in a subsequent series of violent assaults, engaged our force in desperate hand-to-hand combat with bayonets, rifles, pistols, grenades and knives, Colonel Edson, although continuously exposed to hostile fire throughout the night, personally directed defense of the reserve position against a fanatical foe of greatly superior numbers. By his astute leadership and gallant devotion to duty, he enabled his men, despite severe losses, to cling tenaciously to their position on the vital ridge, thereby retaining command, not only of the Guadalcanal airfield, but also of the First Division's entire offensive installations in the surrounding area.

FRANKLIN D. ROOSEVELT

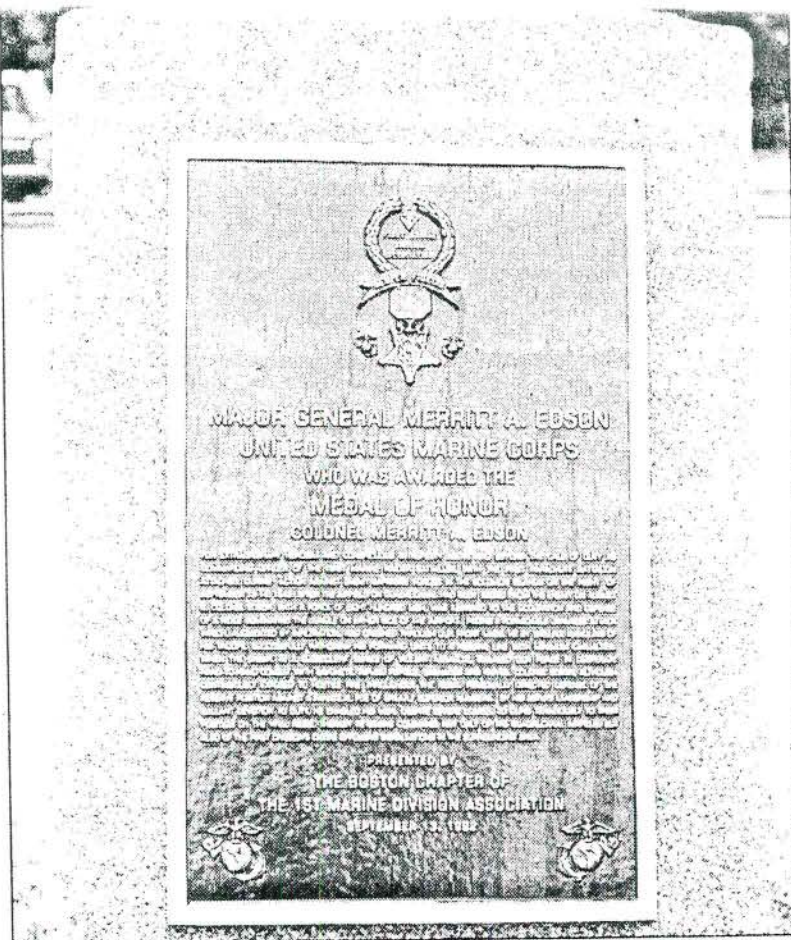
• • •

“the best soldier
I ever knew”

• • •

World War II combat correspondent Richard Tregaskis, author of *Guadalcanal Diary*, called Maj. Gen. Merritt “Red Mike” Edson “the best soldier I ever knew.” Fitting praise for a hard-nosed general who earned an unmatched reputation for fearlessness in a Marine Corps career that spanned thirty years. Edson earned the Medal of Honor and lasting fame during a desperate, two-day defense of Guadalcanal’s vital airfield. The battle immediately became known as one of the epic struggles in Marine Corps history, the Battle of Edson’s Ridge.

Edson first gained renown in the Marine Corps for his exploits during the “Banana Wars” in Central America during the 1920s. He became an authority on guerrilla warfare and went on to create and command the 1st Marine Raider Battalion. After World War II, Edson demonstrated moral courage that matched his fearlessness under fire as he fought to preserve the Corps’s identity during the service unification debates. In the political “jungles” of Washington, D.C., he used his unorthodox tactics to combat Army encroachment on Marine Corps turf, and even took on President Truman, who was intent on disbanding the Corps.



Staff Photo by Jo-Anne MacKenzie

A monument to Major General Merritt Edson, born in Rutland and raised in Chester, stands in Main Street Park in Rutland. Edson was awarded the Medal of Honor, the nation's highest military honor.

After D-Day

Local War Hero Subject of Book

By DIANA ASHWORTH
Herald Correspondent

CHESTER — As the nation observed the 50th anniversary of D-Day June 6, the town of Chester will remember one of its own native sons June 9. Major General Merritt "Red Mike" Edson was an unlikely war hero — described by a lifelong friend as "shy," he was short, wiry and not politically motivated, hardly the image of a stereotypical Marine.

"Once A Legend" is a new biography of Edson and his role in an event that was every bit as important as D-Day in producing the final outcome of World War II, ac-

cording to the war hero's biographer. The Chester Historical Society and Misty Valley Books are co-sponsoring a talk by Edson's biographer, Major Jon T. Hoffman, Thursday, June 9, at 7:30 p.m. at the First Universalist Church in the Stone Village.

In his book Hoffman describes Edson's participation in the events which became known as the "other D-Day." On June 15, 1944 two Marine divisions and one Army division landed on Saipan and Tinian, precipitating a decisive American naval victory that ended the threat of Japanese naval airpower.

(See Page 6: Edson)

6-7-94

Continued from Page 5

That event proved vital in bringing the war to a successful close in the Pacific theater. From bases on those islands the Army Air Force's B-29 bombers would eventually reach the Japanese homeland and drop atomic bombs on Hiroshima and Nagasaki.

Hoffman, a Marine major who grew up in Ohio, said he first became interested in Edson's career when a professor of military history at Ohio State University suggested Edson as a topic for Hoffman's master's thesis. As he started work on his law degree at Duke University, Hoffman said, his fascination with "Red Mike" continued, prompting him to write the biography.

The biography begins 47 years before the decisive Pacific battle, before there was a hint of the military greatness to come, with the birth of Merritt Austin Edson to a farm family in Rutland in 1897. A year later the family relocated to a farm in the Popple Dungeon area of Chester, and then to a home at 5 Pleasant St.

Edson's activities were typical of a young man growing up in Chester at that time. Most of his day was taken up with farm chores and he hunted, fished and trapped in his spare time. He never travelled far from Vermont, and his only contact with the outside world came through his best friend, Paul Ballou, the son of the Congregational minister. Ballou spent his vacations in Washington, D.C., New York City and the far West, and regularly sent postcards home to Edson.

Carol Smith, Paul Ballou's daughter, said that her father and Edson maintained a correspondence and remained friends throughout their lives. Smith said her father had always said that Edson "was very shy, and the least likely kid he knew to go in to the military."

She remembers going to hear Edson speak in Chester when she was a young woman. She said she was surprised at how little he resembled the stereotypical image of a Marine. Smith later made her father's papers available to Hoffman when he began his work on the biography.

In the biography Hoffman writes that in 1915, after winning a scholarship to the University of Vermont, Edson joined the college's ROTC. He was shipped out to Texas when President Woodrow Wilson dispatched Brigadier General John J. Pershing and Army troops to track Pancho Villa into Mexico.

From there, Edson's military career went on to become the fabric of legends.

In the forward to "Once a Legend," General Walter Boomer, assistant commandant of the United States Marine Corps, writes of Edson: "He didn't fit the Hollywood image of a Marine. Short and wiry, of strong Vermont stock, he weighed only 140 pounds when in fighting trim, Merritt Edson had the heart of a giant. More important to the nation and the Corps than the physical courage General Edson displayed in combat was the moral courage that enabled him to speak out against the demise of the Marine Corps in the post-war unification drives led by the U.S. Army and its supporters. It is ironic that Edson is so much more appreciated by the Marine Corps after his death than he was during his active services."

The book later describes how, in 1947, Edson retired to Vermont and briefly entertained the possibility of running for the House of Representatives. Instead, the governor of Vermont appointed Edson commissioner in charge of creating a state police force after a coed disappeared from Bennington College.

Hoffman writes that Edson did an outstanding job of creating the new state police organization, but by 1951, Edson had lost his taste for Vermont politics. The blood-and-guts Marine said, "As I have watched politics of the worst kind being played in the state during the past nine months and more, I realize more and more how little stomach I have for it. My skin is not thick enough; nor do I have the ability to play the game below the belt as it is being played here now."

"Once a Legend" concludes with Edson's acceptance of an offer from the National Rifle Association to serve as its executive director at a salary twice what he was making as head of the Vermont State Police.

For a while, life seemed better, but Edson still struggled with a darker side of his personality that gave him a morose, fatalistic outlook on life. In the summer of 1955 his wife found his body in the family car in the garage. The coroner ruled his death a suicide.

He was buried with full military honors in Arlington National Cemetery, far from his boyhood home in Vermont. Posthumously, a monument honoring him was erected in his birthplace in Rutland.

MAJOR GENERAL MERRITT A. EDSON, USMC (DECEASED)

Major General Merritt Austin Edson, known as "Red Mike" of the Marine Corps, retired from the Corps on August 1, 1947, and died on August 14, 1955 in Washington, D. C. He was born in Rutland, Vermont, on April 25, 1897, and attended the University of Vermont. At the outbreak of World War I, he enlisted in the Marine Corps Reserve, and was commissioned a second lieutenant in the regular Marine Corps on October 9, 1917. He served in France from September 1918 to December 1919.

Throughout his Marine Corps career, he was closely associated with the development of small arms marksmanship. In 1921, he was a firing member of the winning Marine Corps National Match Rifle Team at Camp Perry, Ohio. In 1927, 1930, and 1931, he was attached to the Marine Corps National Rifle and Pistol Teams as Assistant Team Coach. During the Regional Match years of 1932 and 1933, he acted as Team Coach and Team Captain respectively. Upon the resumption of the National Matches in 1935, he was captain of the Marine Corps National Rifle and Pistol Teams of 1935 and 1936, successfully winning the national trophies in both years.

In June 1941, he was assigned as Commanding Officer, 1st Battalion, 5th Marine Regiment. For the next six months, he was engaged in conducting experimental operations and training in close conjunction with destroyer transports, which led to organization of the 1st Marine Raider Battalion one month after this country's entry into World War II. This battalion was a prototype of every Marine Raider Battalion and Army Ranger Battalion formed throughout the war. On August 7, 1942, the 1st Marine Raider Battalion, commanded by Colonel Edson, landed on Tulagi in the Solomon Islands, and captured that island after two days of severe fighting. After the airfield on Guadalcanal had been seized from the enemy, Colonel Edson, with a force of 800 men, was assigned to the occupation and defense of a ridge dominating the jungle on either side of the airfield. He was awarded the Medal of Honor for this action, his citation reading in part:

"For extraordinary heroism and conspicuous intrepidity above and beyond the call of duty as Commanding Officer of the First Marine Raider Battalion, with Parachute Battalion attached, during action against Japanese forces in the Solomon Islands on the night of 13-14 September 1942... Colonel Edson, although continuously exposed to hostile fire throughout the night, personally

-more-

directed the defense of the reserve position against a fanatical foe of greatly superior numbers. By his astute leadership and gallant devotion to duty, he enabled his men, despite severe losses to cling tenaciously to their position on the vital ridge, thereby retaining command not only of the Guadalcanal airfield, but also of the First Division's entire offensive installations in the surrounding area."

In November 1943, he participated as Chief of Staff of the 2d Marine Division in the battle of Tarawa. Shortly thereafter, he was promoted to the rank of brigadier general. In 1944, he was appointed Chief of Staff, Fleet Marine Force, Pacific. After his return to the United States, having completed 44 months of continuous duty in the Pacific area, he was assigned to the Office of the Chief of Naval Operations, and later to Marine Corps Headquarters. Upon his retirement from the Corps, Major General Edson returned to his native state of Vermont, where he was appointed Commissioner of Public Safety. He also became EXEC. DIR. of the National Rifle Association. He returned to active duty for a short period in order to serve on a special commission to recommend standards of action for prisoners of war.

His decorations, in addition to the Medal of Honor, include the Navy Cross with gold star in lieu of a second Navy Cross; the Legion of Merit with a gold star in lieu of a second award; the Silver Star Medal; the Presidential Unit Citation with two bronze stars, Guadalcanal 1942, and Tarawa 1943; the Mexican Service Medal for service on the Mexican border in 1916; the Victory Medal with Maltese Cross, France, 1918; the second Nicaraguan Campaign Medal, 1928-1929; the China Service Medal, 1937-1939 with bronze star, 1945; the American Defense Service Medal with bronze star; the American Campaign Medal; the Asiatic-Pacific Campaign Medal with five bronze stars; the World War II Victory Medal; the Nicaraguan Medal of Merit with Silver Star; and the Distinguished Service Order of the British Empire.

-USMC-

December 1955

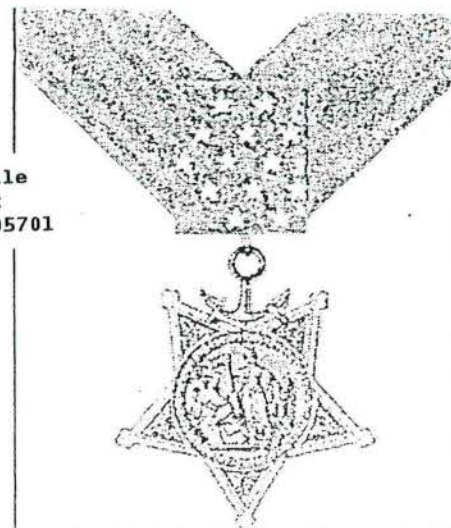
GENERAL MERRITT A. EDSON

CITATION: For extraordinary heroism and conspicuous intrepidity above and beyond the call of duty as Commanding Officer of the First Marine Raider Battalion, with the First Parachute Battalion attached, during action against enemy Japanese forces in the Solomon Islands on the night of September 13-14, 1942. After the airfield on Guadalcanal had been seized from the enemy on August 8, Colonel Edson, with a force of eight hundred men, was assigned to the occupation and defense of a ridge dominating the jungle on either side of the airport. Facing a formidable Japanese attack which augmented by infiltration, had crashed through our front lines, he by skillful handling of his troops, successfully withdrew his forward units to a reserve line with minimum casualties. When the enemy, in a subsequent series of violent assaults, engaged our force in desperate hand-to-hand combat with bayonets, rifles, pistols, grenades and knives, Colonel Edson, although continuously exposed to hostile fire throughout the night, personally directed defense of the reserve position against a fanatical foe of greatly superior numbers. By his astute leadership and gallant devotion to duty, he enabled his men, despite severe losses, to cling tenaciously to their position on the vital ridge, thereby retaining command, not only of the Guadalcanal airfield, but also of the First Division's entire offensive installations in the surrounding area.

FRANKLIN D. ROOSEVELT



Robert Brunelle
11 Ronaldo Ct
Rutland VT 05701



MEDAL OF HONOR

GENERAL MERRITT A. EDSON

MEMORIAL
PRESENTED TO

THE CITY OF RUTLAND

BY
THE FIRST MARINE DIV. ASSN.
AND
EDSON DETACHMENT
MARINE CORPS LEAGUE

13 SEPTEMBER 1992

1 P.M.



EDSON DETACHMENT MARINE CORPS LEAGUE
AND
FIRST MARINE DIVISION ASSN., BOSTON CHAPTER

PROGRAM.

MASTER OF CEREMONIES ----- JOHN J. DALEY
PRESENTING OF COLORS--- U.S.M.C. COLOR GUARD
PLEDGE OF ALLEGIANCE
NATIONAL ANTHEM
DEDICATION SERVICE--COMMANDANT PAUL F. SHEDD
CHAPLIN LYLE F. BURT
WELCOME--JOSEPH P. SHERIDAN, -PRESIDENT, FIRST
1st MARINE DIV. ASSN.
PAUL F. SHEDD ----- EDSON DETACHMENT
UNVEILING MEMORIAL ----- LEONARD DOUCETTE
DONALD C. SHEDD
PAUL F. SHEDD
ROBERT C. SHEDD
ACCEPTANCE ----- JEFFREY WENNBERG
MAYOR CITY OF RUTLAND
REMARKS ----- MERRITT A. EDSON JR.
HERBERT (BOB) EDSON
LT.COL.ROBERT HORTON
JOSEPH P. SHERIDAN
GUEST SPEAKER ----- LT. COL. ART WEBER
NORWICH UNIVERSITY
REPRESENTING GEN.CARL MUNDY
COMMANDANT U. S. MARINE CORPS
SPECIAL GUEST MAJ.GEN. JONAS M. PLATT

A SPECIAL THANKS TO THE FOLLOWING
FOR THIER GENEROUS SUPPORT AND HELP:

115

TERRY McGUIRE 1st MARINE DIV.ASSN.
BOSTON CHAPTER
JOSEPH P. SHERIDAN 1st MARINE DIV. ASSN
NATIONAL
MAYOR JEFFREY WENNBERG- MAYOR,CITY OF RUTLAND
ROBERT NAVIN DEPT. OF PUBLIC WORKS
JOHN CIOFRETTI RECREATION & PARKS DEPT
LT.COL.ROBERT HORTON WITH VT. STATE POLICE
DETACHMENT
LT.COL.ART WEBER U.S. MARINE CORPS
NORWICH UNIVERSITY
JOHN J. DALEY EDSON DETACHMENT
THE RED CROSS RUTLAND, VT.
CHARLES P. BERGER CHICAGO, ILL.
AMERICAN LEGION POST #31 RUTLAND, VT.
LEGION AUXILIARY UNIT#31 " "
V.F.W. #648 " "
D.A.V. CHAPTER 7 " "
VIETNAM VETS OF AMERICA #1 " "
RUTLAND VETERANS COUNCIL " "
EDSON DETACHMENT MEMORIAL COMMITTEE
ROBERT BRUNELLE
LEONARD DOUCETTE
IRA EARLE III
JOHN MONDELLA
DONALD PERKINS
MUSIC ----- FIRST REPUBLIC BRASS
DIR. JAMES CASSARINO
MADE UP OF A SELECT GROUP OF RUTLAND CITY
BAND MEMBERS, AND OTHERS
A SPECIAL THANKS TO GEN. EDSON'S FAMILY
AND THE MANY FRIENDS OF THE GENERALS, THAT
TRAVELED SO MANY MILES TO ATTEND THIS
MEMORIAL DEDICATION.
THANKS ALSO TO ALL FIRST MARINE DIV.ASSN.,
EDSON RAIDERS, AND MARINE CORPS LEAGUE,
MEMBERS FOR BEING IN ATTENDANCE.
ALSO TO ALL THE MEMBERS OF THE EDSON
DETACHMENT.

"He didn't fit the Hollywood image of a Marine. But few of the great men of the Corps that I've observed in war or peace have either. Short and wiry, of strong Vermont stock, he weighed only 140 pounds when in fighting trim; however, Merritt Edson had the heart of a giant. From his courage on the battlefield, highlighted by the incredible defense of "Edson's Ridge" on Guadalcanal (for which he was awarded the Medal of Honor), to his courage in dealing with the unsavory politics of the Pentagon and Capitol Hill, Edson became a legend in the Corps. Perhaps the well-functioning logistical apparatus we enjoyed in Desert Storm can be traced to General Edson's haranguing of the supply department to introduce more modern and efficient means of providing Marines what they needed.....

.....More important to the nation and the Corps than the physical courage General Edson displayed in combat was the moral courage that enabled him to speak out against the demise of the Marine Corps in the post-war unification drives led by the U. S. Army and its supporters."

From "Foreward" Once a Legend. Foreward by Gen Walter E. Boomer
Assistant Commandant, U. S. Marine Corps

From Prologue Once A Legend; Regarding "Edson's Raiders"

....Marine Corps could not have found a better officer to command the defense of the ridge. Edson's wartime service stretched back more than a quarter century to the 1916 campaign against Pancho Villa on the Mexican border. Shortly afterward he was caught up in World War I, and, though he saw no action, trained very hard and very long for the desperate trench warfare of the western front. In the 1920's he spent more than a year fighting Augusto Sandino and his wily guerillas in Nicaraguan jungles, and won a Navy Cross in the process. A decade later he stood eyeball to eyeball with the Japanese across Soochow creek during their assault on Shanghai.....He and his men had wrested Tulagi from determined Japanese defenders and a second Navy Cross ensued.....

Edson's value went far beyond fighting experience. He was an able tactician who could outthink a foe as well as outfight him. His innovative Nicaraguan exploits won him a key billet as a tactics instructor in the Marine Corps Schools in the early 1930's, and he went on to rewrite the manual for counter guerrilla operations at the end of the decade. Later put in charge of the effort to create a commando-like force in the Marine Corps, he shepherded the Raiders from Concept to reality."

Merritt Austin Edson was born April 25, 1887 in Rutland Vermont, third and last child of Lelia Moneta Davis Edson and Erwin Edson. Erwin Edson worked as a foreman in a creamery in Rutland. The family moved to farm in Chester, near extended family of Erwin Edson and Merritt attended Chester Elementary School, graduating top in class in June 1911. ^{CHESTER HIGH SCH} Received scholarship to University of Vermont, fall of 1915 and went to study agriculture.....Joined ROTC.. Was called to active duty by President Wilson's call up of National Guard to fight Pancho Villa. Edson enlisted into the Marines June 26, 1917, and went on to Parris Island for training.

Major General Merritt Austin Edson

was born in Rutland, Vermont, on 25 April 1897. He grew up and received his early education in the Vermont towns of Rutland and Chester.

Physically, he was not a big man; but underneath he was as rugged as Vermont granite, as tough and straight as the trees of the Green Mountains, as forthright and demanding as Vermont's cold and icy winters and as kind and generous as her sunny, pleasant summers.

He started his college career at the University of Vermont in the fall of 1915, and soon thereafter inconspicuously began his military career by joining a company of the First Vermont Infantry. During the summer of 1916 he was ordered to Eagle Pass, Texas, for service on the Mexican border. At the end of September his company was relieved, enabling him to continue his college studies.

With the United States entry into World War I in 1917, near the end of his sophomore year, he enlisted in the Marine Corps Reserve. Early in July, along with nine hundred other aspirants, he took and passed a competitive examination for a permanent commission in the Corps and was commissioned a Second Lieutenant on 9 October 1917. Though unable to finish college, the University of Vermont later recognized his achievements, awarding him an honorary LL.D. Degree in 1944.

During the remainder of World War I, General Edson served with the Eleventh Marines in France, and then with the Fifteenth Separate Battalion during the occupation of Germany.

Late 1919 saw his return to the States, where, in August of 1920, he was married in Burlington, Vermont, to Ethel Winifred Robbins, to whom must go recognition for the important role she played in his life. Shortly after his marriage General Edson was transferred to Pensacola, Florida, and in 1922 qualified as a Naval Aviator. Serving in Marine Corps Aviation he saw duty on Guam from 1923 until late 1925, and then at Quantico, Virginia, from 1925 until early 1927.

General Edson was then ordered to Sea Duty, serving for a brief period on the USS DENVER and then on the USS ROCHESTER as Commanding Officer of the embarked Marine Detachment. Shortly after reporting aboard the USS ROCHESTER, his Detachment of sixty men was ordered ashore in Nicaragua, where it became famous as the Coco River Patrol. Lasting six months, this superbly trained and led unit slogged through the unbearably hot and musty jungles developing the tactics enabling it to relentlessly track down insurrectionists; many of these same tactics became very familiar to Marines during the jungle warfare of World War II. It was for this action and his outstanding heroism under fire during this campaign that General Edson was awarded his first Navy Cross, as well as the Medal of Merit by Nicaragua.

For the next few years, 1929 through 1931, General Edson served as a tactics instructor of newly commissioned Second Lieutenants attending Basic School at Philadelphia, Pennsylvania. Remaining at Philadelphia he then

served as Ordnance Officer at the Supply Depot from 1931 until 1935. Transferred in that year to Quantico, Virginia, he soon reached the height of his illustrious record in competitive rifle and pistol marksmanship; a record which began in 1921 when he became a firing member of the Marine Corps Rifle Team. Having become distinguished in both and having won enough national and international marksmanship medals to fill a large display case, he was appointed to the distinctive position as Captain of the Marine Corps Rifle and Pistol Team in 1935 and again in 1936.

Then followed several years of duty with the Fourth Marines at Shanghai, China, where General Edson, then a Major, observed and studied at first hand the tactics of the Japanese forces.

Returning to the States in 1939, General Edson, then a Lieutenant Colonel, was assigned duty at Marine Corps Headquarters, Washington, D. C. During 1941 he was assigned to Quantico as Commanding Officer of the First Battalion, Fifth Marines, which had been designated for special training in amphibious and "commando" type warfare. Following the attack on Pearl Harbor and the United States entry into World War II, this battalion was redesignated the First Raider Battalion which soon was familiarly known as "Edson's Raiders." It was an all-volunteer outfit and General Edson, known more familiarly as "Red Mike" (his code name during World War II), personally supervised all phases of its training. Twenty-mile speed marches were routine and the last mile or two was always "on the double" with "Red Mike" leading. The training of the Raiders included closely coordinated exercises with a division of World War I destroyers which had been converted to fast transports, the MANLEY, GREGORY, LITTLE, CALHOUN, MC KEAN and STRINGHAM. Later, in the Solomons campaign, the Raiders and nearly all of these destroyer transports were teamed together in successful combat missions.

As an "old team shot," "Red Mike" demanded that all officers and men be highly proficient with the rifle, learning to "hold 'em and squeeze 'em," not merely in the bullseye, but in the V-ring within the bullseye. He demanded and got absolute fire discipline; in battle, no man was permitted to fire unless he had a target in his sights.

Before the Raiders left for Samoa in March, 1942, "Red Mike" called his officers and men together in the mess hall at Quantico. In the men's presence, he told his officers just what was expected of them as leaders. His thoughts were for the welfare of his men first. The officers were expected to conduct themselves in the same manner. He himself was the best example. A commanding officer in the field could demand, and get, what comforts there were available in the way of shelter, food and clothing. "Red Mike" sought no comforts. The only things he demanded were fighting hearts and rigid discipline. Needless to say, he got both.

On 7 August 1942, he directed the assault of the Raiders on Tulagi, the first offensive assault against the Japanese in World War II. For three days he led his men in battle against fanatical Japanese in caves and dug-outs until the enemy was wiped out and this strategic island, where the Japanese had maintained their headquarters for the Solomon Islands, was

secure. For his brilliant and courageous action on Tulagi, General Edson was awarded his second Navy Cross.

Three weeks later the Raiders were transferred to Guadalcanal to aid in its defense. Although his men were living at a bare subsistence level and ammunition was almost as scarce as food, "Red Mike" received permission to seek out and destroy the enemy. This the Raiders proceeded to do in a daring and well executed raid against an estimated one thousand well armed Japanese troops located at the village of Tasimboko. The enemy forces were completely surprised and driven inland, abandoning their supplies, weapons, food and communications, all of which were destroyed, including a unit of artillery.

Defense of Henderson Field on Guadalcanal at that time consisted of positions on the beaches and both flanks. There was no defense at the rear of the Field, where the only clear ground in the tangled, forbidding jungle was a grassy ridge several hundred yards long.

"Red Mike" believed that the Japanese forces dispersed at Tasimboko would attempt to strike the defenseless rear and capture the airfield in a bold stroke. Under the guise of seeking "rest and rehabilitation" for his men, he got the First Marine Division's permission to occupy the ridge.

Immediately he prepared to defend this position amid much grumbling of his tired men who affectionately nicknamed him "Mad Merritt The Morgue Master" because of his apparent eagerness for action. General Edson's plan was masterfully conceived. Supplies were so short that there was only a single strand of barbed wire to string in front of the advance positions. General Edson knew his men could not stop the Japanese in overwhelming numbers in a knock-down, drag-out action. Instead, he placed his positions far out on the ridge and designated prearranged lines in the rear for their withdrawal. It was sort of a "cushion" defense.

On September 11 and 12, the Japanese both bombed the ridge from high-level bombers and shelled it from cruisers. On the night of the 12th, the advance parties of the enemy struck, driving the Raiders from their advance positions. On the 13th, "Red Mike" organized his lines along the ridge closer to the airfield as planned.

That night about 1900, the enemy force attacked in fanatical waves. First their numbers were thought to be a battalion or two; actually it was a brigade without the support of the artillery which "Red Mike" had destroyed at Tasimboko.

The Raiders' right and left flanks soon folded under heavy enemy pressure. In the dark with practically no communications, General Edson personally reformed his lines on the forward slope of the last high ground protecting Henderson Field. There he knew, as General Vandegrift of the First Marine Division was later to say, that it was "...Do or Die..." "Red Mike" walked back and forth on the ridge that night personally rallying his men for combat which was often hand to hand after each fanatical, almost crushing attack. Dawn came and the Marines, although 144 men fewer than the 880 which had started the battle, still held that last bit of high ground. The

Japanese had been repulsed with appalling casualties; fifty percent of an estimated 3,450 troops.

"Red Mike," who had been personally exposed to heavy enemy fire for over ten hours, stood on the ridge that dawn, the sleeves of his shirt in shreds from bullets. Yet he had not been hit.

That ground became known as "Edson's Ridge" and later as "Bloody Ridge." The battle was one of the turning points of the war. If the Japanese had regained the airfield and kept it, the battle for Guadalcanal would have been lost and the war would have been delayed for months, possibly years.

For this now-famous action, "Red Mike" was awarded the Medal of Honor for "extraordinary heroism above and beyond the call to duty." For his exploits on both Tulagi and Guadalcanal he was also decorated with the Distinguished Service Order by Great Britain.

A few days later, "Red Mike," who had been promoted to full Colonel, left the Raiders to take command of the Fifth Marines. He called his men together for a brief farewell to thank them for their magnificent efforts. Dirty, dog-tired Raiders, hardened to war, and to its killings, openly wept.

As Commanding Officer of the Fifth Marines, he again displayed exceptional brilliance and tactical skill by outguessing, outmaneuvering and outfighting the cunning and desperate enemy in the Second and Third Battles of the Matanikau River.

After the First Marine Division had been redeployed to Australia for a retraining and rest period, General Edson was detached and in July, 1943, assigned duty as Chief of Staff, Second Marine Division, then preparing for the Gilberts (Tarawa) operation. His outstanding performance of duty and exemplified skill in battle as Commander of Troops ashore during this operation earned for him not only his first Legion of Merit, but also a spot promotion to Brigadier General and assignment as Assistant Division Commander of the Second Marine Division. In this capacity he participated in the Saipan-Tinian operations from January through August of 1944. For his outstanding valor and skill in battle during this operation he was awarded the Silver Star.

On leaving the Second Marine Division in late August 1944, he was assigned duty first as Chief of Staff, Fleet Marine Force, Pacific, and then as Commanding General, Service Command, Fleet Marine Force, Pacific, from July through December 1945. It was during this year and a half period that he was awarded his second Legion of Merit for his outstanding contributions and leadership.

General Edson served 44 months in the combat zone, more than any other Marine officer. During this period he was awarded the Medal of Honor, one Navy Cross, one Silver Star, two Legion of Merit awards, two Presidential Unit Citations and the Distinguished Service Order of Great Britain.

In 1946, General Edson returned to the States and was assigned duty on the Staff of the Chief of Naval Operations. His battles hardly over in the Pacific, he was, by late 1946, engaged in another type of action on Capitol Hill. The Marine Corps had been threatened with near abolishment,

its postwar role to be only that of a small police force, and the nation threatened as well with a General Staff and "single service" concept alien to the forthright beliefs of the freedom loving Vermonter that General Edson was. Unable to stand idly by and see his ideals smashed, he spearheaded the Marine Corps counterattack to save not only the Corps for its traditional role as a major instrument of national defense, but also the "separate service" and Joint Chiefs of Staff concept of both the Navy and Marine Corps. He did this job so well that legislation was enacted insuring the future of the Corps as a well-manned amphibious striking force. To him must go credit for fully acquainting Congress with the precarious position which the Marine Corps was then in. Feeling that he was unable to fully participate in this Congressional battle over "unification" while on active duty, he twice submitted his request for retirement. It was finally accepted, taking effect in August 1947. In so doing he sacrificed what probably would have been many more years of illustrious service in the Marine Corps.

Following his retirement in 1947, with the rank of Major General, his home state of Vermont took advantage of his exceptional experience and abilities and made him the State's first Commissioner of Public Safety. Serving in this capacity from 1947 to 1951, General Edson organized a state police and safety organization and program which was so effective that it was later emulated by several other states. During this period he again participated in a renewal of the "unification" question which appeared before Congress in 1949. Again his efforts had an inestimable effect on the final form of the bill reorganizing the defense establishment. He also served as Vice President and then as President of the National Rifle Association of America during the period 1948 through 1950.

In 1951, General Edson for a second time left his beloved state of Vermont and was back in Washington, D. C., with one of his old loves, the rifle, as Executive Director of the National Rifle Association. Under his expert guidance and aggressive leadership, the Association greatly increased its membership, its activity and its international participation. The National Rifle and Pistol Matches at Camp Perry, Ohio, took on a new and larger meaning and shooters once more took interest in international meets, such as the Olympics.

In 1951 and in 1953, General Edson once more participated in Congressional Hearings on defense matters, again influencing their outcome. An indefatigable worker, he was recalled to active duty during the Korean War as a personal representative of the Commandant, United States Marine Corps, conducting an inspection tour of Marine Forces then in the Far East. He also served on active duty during May, June and July of 1955, as a member of the Presidential Commission formed to study and recommend standards of conduct for American prisoners of war.

General Edson was an active participant in many organizations and clubs, giving many of them the benefit of his experience and abilities. Over the years he formed associations with the American Legion, Veterans of Foreign Wars, Disabled American Veterans, Army and Navy Union, National Rifle Association, Patrons of Husbandry, Masons, Alpha Tau Omega, First Marine Division Association (past president), Edson's Raiders Association

(past President, Honorary President), National Skeet Shooting Association, Army and Navy Club, Columbia Country Club, National Press Club, and the University Club.

"Red Mike" had so won the hearts of those who served with him that the Edson's Raiders Association was formed a few years after World War II. Reunions are held annually at Quantico, Virginia, and even today he is still carried on the roster as Honorary President, his spirit never seeming to leave this band of men fused together by his great leadership.

The General was one of the Marine Corps' most illustrious officers and leaders of all time. He was an outstanding example of those who, unsung, keep the nation's ramparts strong in peace, and who are summoned in time of war to rally our forces and defend our liberty at all costs. As a United States Marine Corps officer, gentleman and patriot, he considered it a privilege and an honor to so serve. He was a man of vision and resourcefulness. He was a man of extreme loyalty to his high ideals and to his country. He was an example of leadership and accomplishment, of courage, forthrightness, loyalty and fighting spirit to every young Marine with whom he came in contact.

Such was the man who was ordered to "permanent duty beyond the Seas" on 14 August 1955.

STORY OF GENERAL EDSON

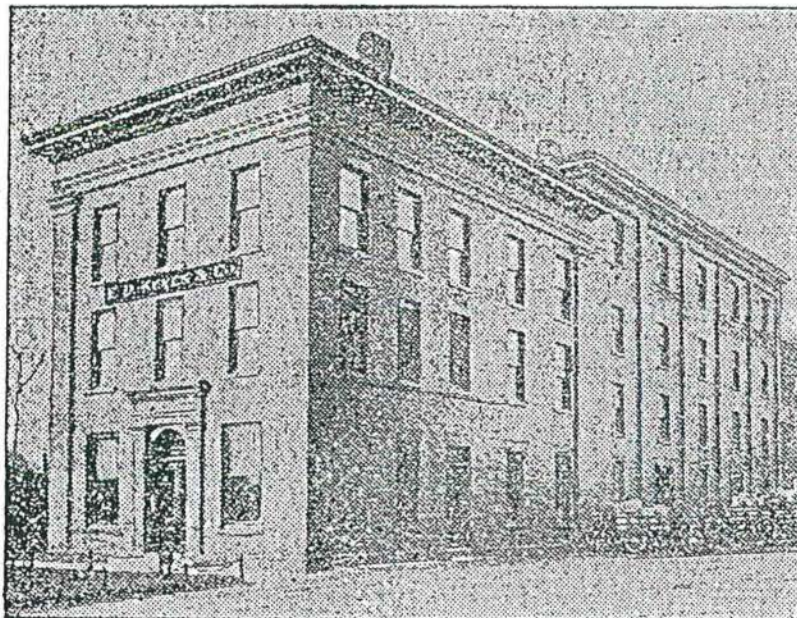
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DECORATIONS AND AWARDS

| | | |
|--|-------------------------------------|---|
| Medal of Honor | 1942 | Guadalcanal |
| Navy Cross | 1928 | Nicaragua |
| Gold Star in lieu of a second Navy Cross | 1942 | Tulagi, B.S.I. |
| Silver Star | 1944 | Saipan & Tinian |
| Legion of Merit | 1943 | Tarawa |
| Gold Star in lieu of a second Legion of Merit | 1945 | As Deputy Chief of Staff & Chief of Staff for CG, FMF, Pac. |
| Letter of Commendation (Secretary of the Navy) | 1929 | Nicaragua |
| Presidential Unit Citation with two bronze stars | 1942 1943 | Solomon Islands Tarawa |
| Mexican Border Service Medal | 1916 | Army |
| Victory Medal World War I with France clasp | 1917-1918 | France |
| Second Nicaraguan Campaign Medal | 1928-1930 | Nicaragua |
| China Service Medal with one bronze star in lieu of a second China Service Medal | 1937-1939 and 1945 | China China |
| American Defense Service Medal with Fleet clasp | 1939-1941 | USS CALHOUN |
| Asiatic-Pacific Campaign Medal with one silver star | 1942-1943 1944-1945 | Asiatic-Pacific Area Guadalcanal-Tulagi Landings Capture & Defense of Guadalcanal Gilberts (Tarawa) Marianas (Saipan) Tinian |
| American Campaign Medal | 1941-1942 1943-1944 1945-1946 | American Area |
| Victory Medal World War II | 1941-1946 | World War II |
| Distinguished Service Order of Great Britain | 1942 | Guadalcanal |
| Medal of Merit (Citation and silver star) of Nicaragua | 1929 | Nicaragua |

Rutland Daily Herald
August 5, 1939



The E. D. Keyes & company wholesale grocery business, conducted for more than a half century in the Evelyn street building shown above, was sold yesterday to the Rutland Grocery company. The two Keyes brothers will retain the two top floors of the three-story structure at left as offices for conduct of their private affairs.

Rutland Daily Herald
October 22, 1936

Interesting Colonial Home



Herald Photo.

Nearest to Rutland of the 10 old Vermont buildings which have been studied by WPA architects is the Loveland house at 465 West street in Center Rutland.

It is believed to have been built at some date between 1781 and 1785 and is at present owned by the Evergreen Cemetery association. Used as a two-family house, it serves as the home of Health Officer Clare M. Cole and Alderman Hollis I. Loveland.

Termed a good example of an early Vermont residence, the building has a noteworthy entrance with palladium window over the door. The side windows of the entrance have the usual small panes of glass found in many colonial dwellings. Above the door inside hangs a small and nicely-proportioned balcony, and rising from the entrance hall is an elaborate circular staircase.

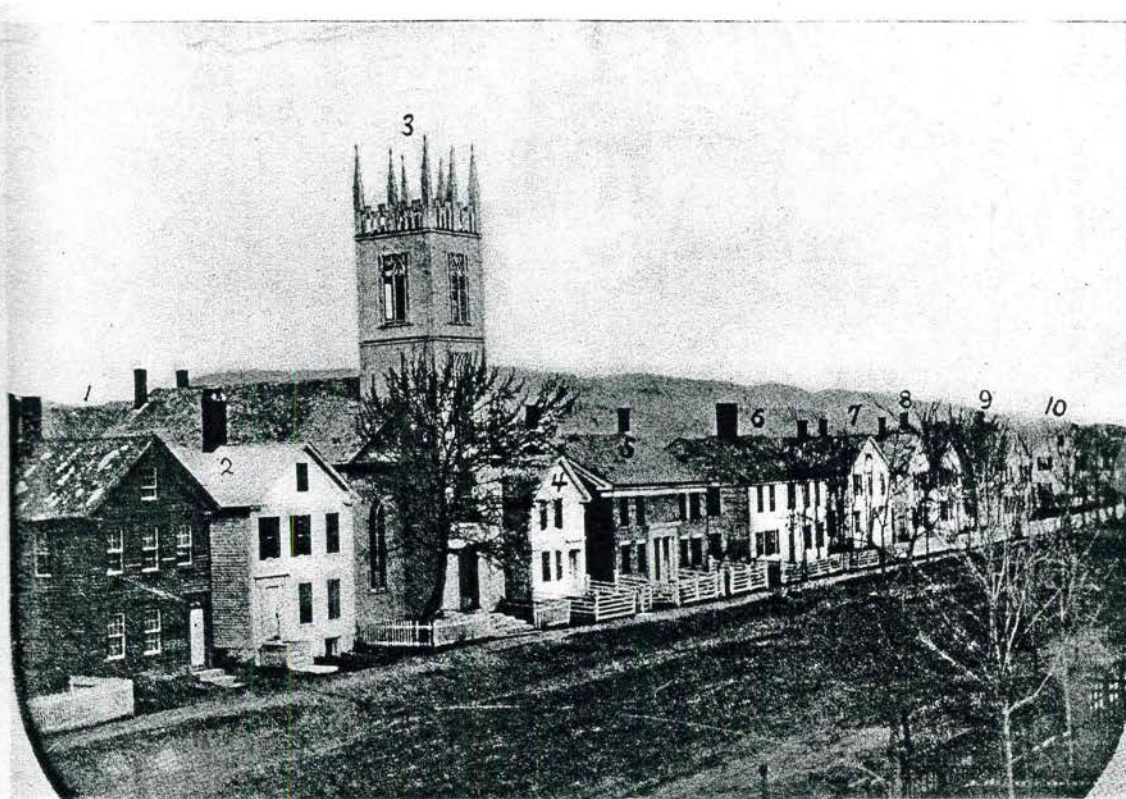
This entrance, both inside and outside, is the most architecturally interesting feature of the house, although several of the six fireplaces are noteworthy, especially one in the front room on the west side which has carved lintel and flutings at the sides.

Interest also has been aroused by the wall covering in the front part of the house which may have been brought here from England at about the time of the War of 1812.



MAIN STREET IN 1852.

1. Stearns & Pierce. 2. Mason & Cheney. 3. Chas. Burt. 4. Court House. 5. Franklin House.
6. Hodges & Owen. 7. Frederick Chaffee. 8. Mason & Dorrance.



WEST SIDE OF NORTH MAIN STREET, 1865.

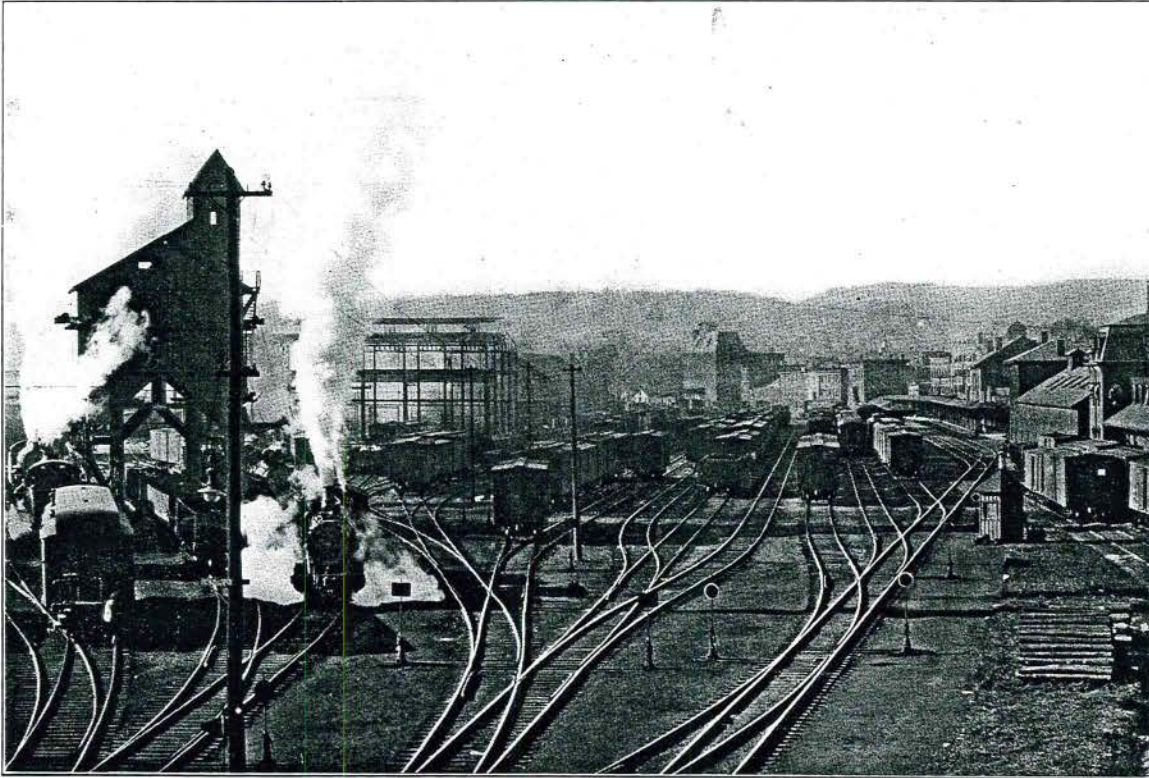
1. Dr. J. Porter. 2. Dr. O. Cook. 3. Episcopal Church. 4. Francis Fenn. 5. C. Burt.
6. Dr. J. Porter. 7. Gershorn Cheney. 8. Tin Shop. 9. Joel B. Harris. 10. Moses Hawkes.



MAIN STREET LOOKING SOUTH FROM WEST STREET, 1911.



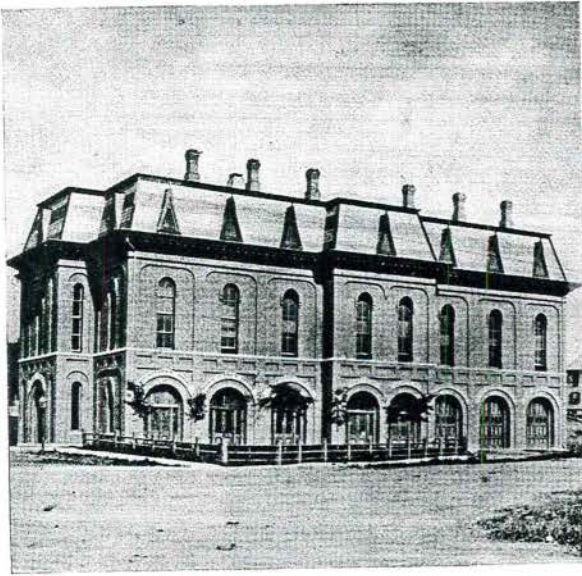
MONUMENT, NORTH MAIN AND WEST STREETS.



SOUTHERN PART OF YARD, RUTLAND RAILROAD.



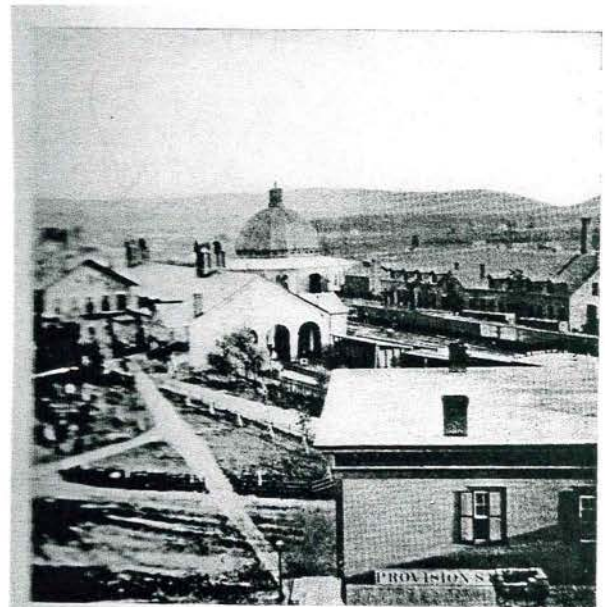
CORNER MERCHANTS ROW AND EVELYN STREET, 1911.



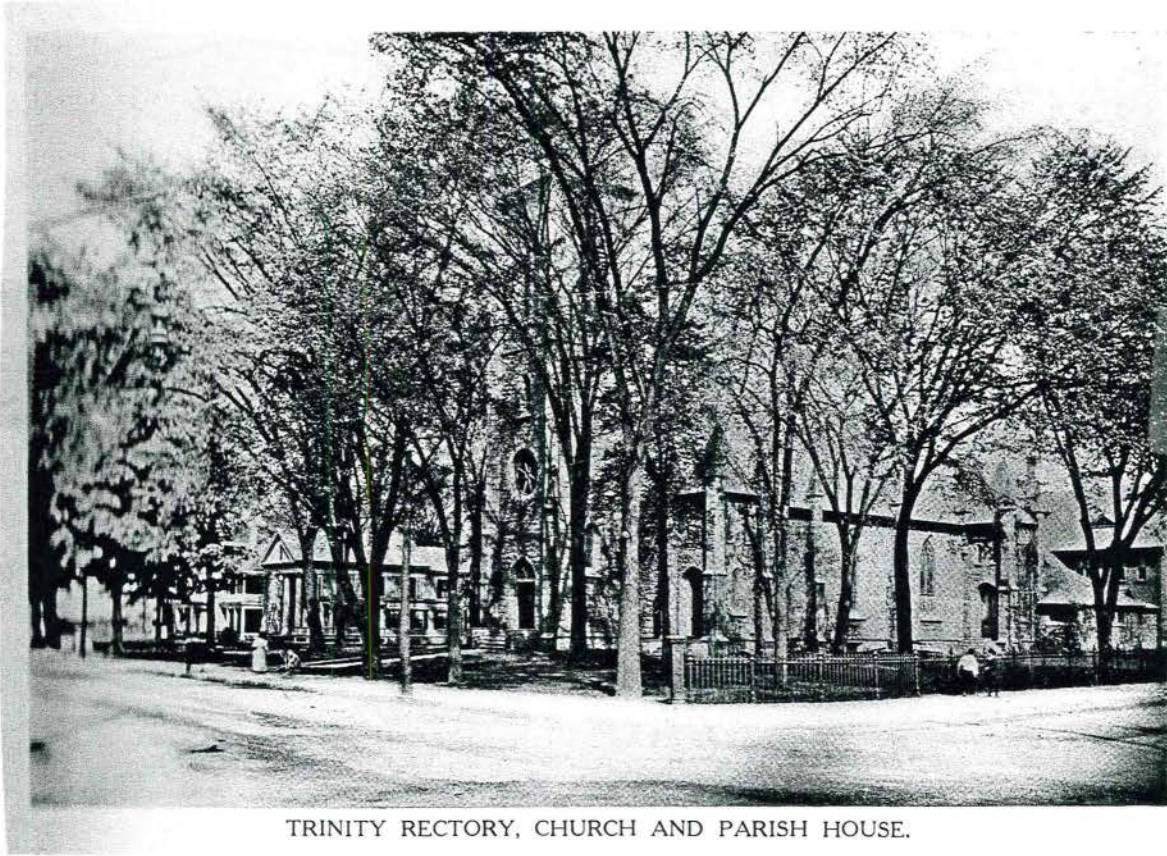
OLD CITY HALL.
Destroyed by fire March 24, 1901.



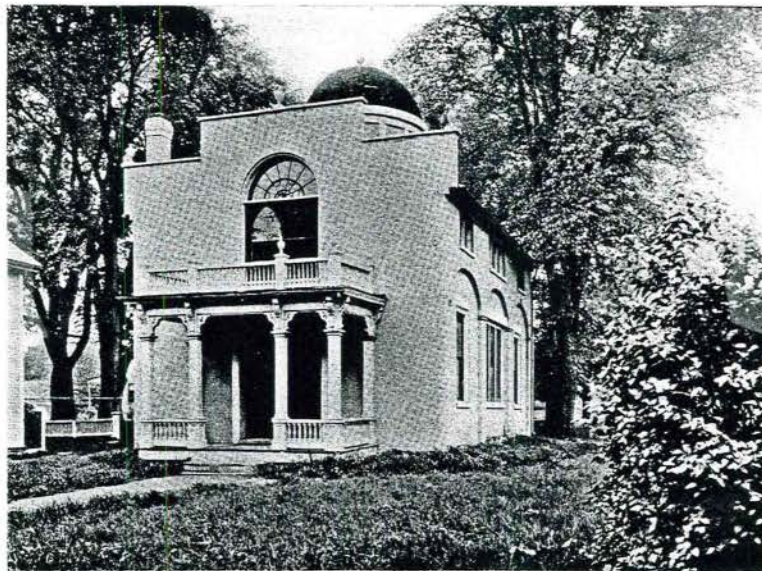
A. F. DAVIS, LUMBER YARD AND MILLS, 1865.
Present location, City Hall, opposite Bardwell.



OLD DEPOT, ROUND HOUSE AND
MACHINE SHOPS.



TRINITY RECTORY, CHURCH AND PARISH HOUSE.



SEVENTH DAY ADVENT CHURCH.



WEST STREET LOOKING WEST FROM MAIN STREET.

THE RUTLAND HERALD.

WEDNESDAY, JULY 23, 1873.

WEIGHING SCALES.

WHAT VERMONT IS DOING.

The Howe Scale Works.

The demand for an accurate weighing scale is universal, and in that demand the world pays homage to Vermont, and particularly to the Howe Scale, now manufactured by the Brandon Manufacturing Company, located in Brandon. The manufacture of the Howe scale was commenced in a small way in Vergennes in 1856, by the inventors, Francis M. Strong and Thomas Ross; was removed to Brandon in 1858, and the business continued with varying financial success by the Howe Scale Company until, owing to the enormous expenses of salesrooms, etc., in New York and elsewhere, the company were obliged to suspend, and did stop operations in May, 1869. The people of Brandon in this dilemma were fortunate in having a far-seeing, sagacious business man, who immediately purchased the entire business (we refer to Hon. N. T. Sprague, Jr.) and letting in other capitalists, a stock company was organized with a capital of \$250,000, under the name of the Brandon Manufacturing Company. The business has been constantly increasing since, until the extent of it is almost amazing. The Howe Scale Company in its palmy days worked about 75 or 80 men, and sold in the neighborhood of \$100,000 worth of goods annually. The Brandon Manufacturing Company now employ 300 men in their works, and are selling \$400,000 to \$500,000 per year. The company is officered as follows: Hon. N. T. Sprague, Jr., president and business manager; W. W. Reynolds, superintendent; F. M. Pierce, assistant superintendent; E. F. Dana, chief clerk. Directors—Hon. N. T. Sprague, Jr., Brandon; Hon. John B. Page, Rutland; W. W. Reynolds, Brandon; George H. Brown, New York; Gen. John B. Schultz, Manchester, N. J. The master spirit of the company is Col. Sprague, who is a gentleman of extensive acquaintance and great business ability. Mr. Reynolds, the superintendent, is a thorough mechanic, and to him the company owe much for the regularity and clock work system which has been worked into every department.

A representative of the *HERALD* was in Brandon, recently, and was courteously shown through the works of this company by Col. Sprague, and was so interested in the details of this immense business that he gives his experience to the *HERALD*, as follows: The first building visited was the

TIN SHOP,

where a force of several men are constantly engaged in making the tin and brass scoops for the scales. The number of men employed here we did not learn. Next we passed into the

DRY HOUSE,

where there was packed 300 cords of birch and maple lumber, prepared for scale work. This is kept under fire constantly for eight to twelve months, so that it is perfectly seasoned.

THE FURNACE

is the largest in the State, the building being 300 feet long. The company are constantly adding to it, in order to keep pace with their business, having added 3,720 square feet of flooring last year, and 2,640 square feet this year. Where will they stop? Attached to the furnace is a brass foundry, and chilled iron furnace, rooms for cleaning castings, etc. This building is under the charge of Mr. L. S. Sewell, who has sixty-two men under him. Two cupolas more are to be added to the furnace. The next place visited was the

MAIN BUILDING,

which is under charge of F. M. Pierce, assistant superintendent. In this the machinery is run by water power, aided by a fine 70-horse steam engine. The

WOOD SHOP

was the first place of our visit in this building. This department is under W. H. Baldwin, foreman, and has thirty-five men on its pay roll. From the wood shop we passed into the

BLACKSMITH'S SHOP,

which is a shop eighty feet long by forty feet wide, and thirty blacksmiths are employed. James F. Hunt is the master blacksmith. Next we go into the

MACHINE SHOP,

and here we find seventy-five men, the most skilled workmen to be found in iron and brass work, under Foreman James H. Blake. We were then shown into the

PAINT ROOMS,

where usually about eighteen hands are employed. This department is under J. F. Estabrook, as foreman. From here into the

SEALING ROOM

for small scales, where, under James R. Taylor, foreman, twenty men are employed. Next we pass into the sealing room for railroad and hay scales, where eight or ten men are engaged. Mr. H. C. Knapp is foreman of this department, and also has charge of the company's extensive store room of supplies.

THE PACKING ROOM.

Here six men are constantly engaged in packing and preparing scales for shipping. On the main building we noticed an addition going up to give more accommodation for sealers to work, which will make an enlargement of 4,230 square feet flooring. In the rear of the main building are situated the

SUPPLIES OF LUMBER, ETC.,

with a railroad track running through the yards and crossing the river, upon which the works are situated. The consumption of lumber, coal, iron, brass and other materials is enormous, 150,000 feet of lumber being bought in the month of June alone. One to two thousand tons of coal a year are used; 450 to 500 tons of wrought bar iron, 2,000 tons pig iron, and thirty-five to forty tons of brass are required annually, and consumption constantly increasing. Nails, screws, paint and shot are bought by the ton, and everything in quantities. The details of this business is surprising. This company purchased a short time ago the immense scale business and all the patents of the Sampson Scale Company, of New York, and the manufacture of these scales is continued when those scales are ordered. Some valuable patents of the Sampson Scale Company were secured by this purchase, and retained to the use of the Brandon Manufacturing Company. The Howe Scales are acknowledged to be inferior to no scale made in the world, and their sales now are only limited to their capacity to manufacture. Sales are extending to all parts of the world, and the company have over sixty gold, silver and bronze medals awarded to them for perfect scales. In addition to scales the company, under Mr. Sprague's management, have added the manufacture of railroad, mill and store trucks, and a patent weighing balance, of which they are making 30,000 a year. The number of scales of all kinds now being turned out average at the rate of 25,000 scales a year. The company have warehouses at No. 3 Park Place, New York; 1,021 Market street, Philadelphia; 63 Wood street, Pittsburg, Pa.; 21 South Charles street, Baltimore; Charleston, S. C., and Savannah, Ga.; 37 and 39 Magazine street, New Orleans; 53 Sudbury st., Boston; 86 Main street, Buffalo; 181 River st., Troy; 116 Main street, Cincinnati; St. Joseph, Mo.; 38 State street, Chicago; Detroit, Milwaukee, Peoria, Omaha; 11 South Main street, St. Louis; 318 Pine street, San Francisco; 14 St. John street, Montreal.

While looking over this immense business the thought suggested itself to your reporter what a blessing this concern is

While looking over this immense business the thought suggested itself to your reporter what a blessing this concern is to the town of Brandon. As stated before, about 300 men are employed in the shops, lumber yards, with teams, as laborers, &c. They are mostly men of families, giving support directly to probably 1,200 to 1,400 persons, and indirectly to many more. Why can't Rutland have such manufacturing interests? There is no reason why several kinds of manufacturing business can not be done in Rutland that will do for Rutland what the scale works do for Brandon. It will take money and brains. There is the money here; is there the brains? We think so. Will Rutland capitalists take courage and make a venture?

Rutland Daily Herald
January 23, 1868

—We are informed it is the intention of J. W. Cramton to at once commence the erection of four stores on his lot north of the Bardwell House, one of which we hear will be occupied by George H. Palmer, another by Paine, Bowman & Co., and a third by Ben K. Chase and N. V. Brooks. The same enterprising owner is, we believe, to commence at an early day the erection of a building on the site of the one just destroyed, a course which Mr. Bailey informs us he will take in regard to his building.

Rutland Daily Herald
January 25, 1868

NEW BUILDINGS.—The buildings being erected by John W. Cramton on the Bardwell House lot, for the temporary use of his late tenants in Cramton's block, are being pushed rapidly forward, and will be ready for occupation in a couple of weeks.

Rutland Daily Herald
February 21, 1868

"BEEHIVE BLOCK."—This is the name given to the new block erected by Mr. Cramton on Merchants' Row, between Washington and Center streets. The name is very appropriate, as industry has characterized it from the moment of the laying of its foundation up to the present time. In just twenty-two days from the time of its commencement it was occupied, and this in mid winter, notwithstanding that the building is erected in a substantial manner and with a view to the comfort of its occupants. The south store of the new block is occupied by Paine, Bowman & Co., clothiers; the middle store by Ben K. Chase, jeweler, and N. V. Brooks, dealer in music and stationery; and the north store by George H. Palmer, dealer in dry goods, all of whom, notwithstanding a serious interruption of their business by the late disastrous fire, are being liberally patronized.

Rutland Daily Herald
April 18, 1868

—Cramton's new block on Merchants' Row is going up rapidly, and yesterday mechanics were engaged in laying timbers for the first floor.

Rutland Daily Herald
May 9, 1868

NEW BUILDINGS.—Cramton's Block is going up rapidly, and already the walls are completed to the second story, and the floor timbers thereof will probably be laid to-day.

Rutland Daily Herald
May 23, 1868

BUILDINGS.—Cramton's new block on Merchants' Row is going up rapidly, and the iron front is already being put in on the first floor.

Rutland Daily Herald
June 27, 1868

BUILDINGS.—Cramton's Block is well along towards the third story, and is being hurried to completion with commendable alacrity.

Rutland Daily Herald
July 25, 1868

—Cramton's Block, which, by the way, is to be the best business block on Merchants' Row, is well along, at least so far as the rough work is concerned, towards completion. The roof timbers are already laid, and in the space of a few days the interior work will be commenced, and the stores in the block made ready for occupation early in the fall.

Rutland Daily Herald
September 5, 1868

—The large brick block, in progress of completion by Messrs. Cramton, Simons, Gilson and Bailey, on Merchants' Row, presents a lively appearance during working hours, somewhat resembling a bee-hive there being a large number of workmen. Carpenters and plasterers are working busily to get the stores on the lower floor ready for use. There are seven large stores in this block, four owned by Mr. J. W. Cramton, and one each by Messrs. Gilson, Simons and Bailey. Would it not be well to have a suitable name for this

Rutland Daily Herald
September 5, 1868

—C. F. Richardson's hotel, corner of Wales and Center streets, is already for its roof. This building is four stories in height—one story higher than any building in town. Arrangements are made to have two stores on Wales street side, the remainder will be devoted to a hotel.

Rutland Daily Herald
September 24, 1868

ROPE WALKING.—Tom Murphy, acknowledged to be one of the best of rope performers, will appear in our village on Friday, Sept. 25th, at 2 and 6 p. m. The rope will be stretched from the top of the Central House to the top of Cramton's block. His feats are said to be of the most extraordinary character, and elicit cheer upon cheer from his admiring spectators.

Rutland Daily Herald
September 25, 1868

ROPE WALKING.—Mr. Murphy proposes to give our citizens an exhibition of rope walking to-day, at 2 and 6 p. m. We heard some of the Brandon folks say yesterday, "Why, was it not astonishing! he excels any one we ever saw perform, for he seems to do everything with perfect ease and with such graceful mien." His performance on the trapeze is one to make the beholder shudder while he admires, and his forward and backward traverse of the rope is equally well executed.

Rutland Daily Herald
September 26, 1868

ROPE WALKING.—Mr. Murphy electrified our citizens yesterday afternoon by his astonishing performance upon the tight rope and trapeze attached. The park in front of the depot, and the buildings adjacent to the place of performance was filled with sight-seers, who were moved to cheers by the skill and ease with which he performed the most difficult feats. Murphy is a young man of 21 years of age, strictly temperate in habits and diet—a necessity of his profession. His muscles are like iron, and his nerve is something wonderful.

Rutland Daily Herald
January 23, 1868

PROPOSED STREET EXTENSION.—We notice that since the fire on Sunday morning last, a petition is being circulated by parties interested, to have Willow street extended from its present terminus through the recently burned lot to Merchants' Row. This project, if successful, will greatly enhance the value of property on Willow street, and make inviting the appearance of our village.

Rutland Daily Herald
April 22, 1868

THE WILLOW STREET EXTENSION.—The commissioners appointed by the County Court to consider the propriety and necessity of extending Willow street to Merchants' Row, held a meeting at the office of Danton & Veazey on Monday afternoon and evening, and decided that the extension was at present uncalled for by the business necessities of the village. This, we believe, settles the matter, which has occasioned much discussion by interested parties, since the destruction of Cramton's block by fire last winter. Messrs. Danton and Everts appeared for the petitioners, and Col. W. G. Veazey for the town.

The Rutland Courier - February 21, 1868

As an evidence of the rapid growth of Rutland, we would state that Mr. C.F. Richardson intends erecting a new hotel forthwith on the northwest corner of Center and Wales streets, to be built of brick.

The Rutland Courier - December 18, 1868

Richardson's new hotel, on the corner of Center and Wales streets, will be opened about the first of February. It has been leased to that well-known land lord, Mr. N. B. Stevens, of Newbury, who is now purchasing the furniture, and other necessary equipments.

The Rutland Independent - December 28, 1872

The Stevens House signs are down and when they are put up again, we presume they will bear a different name.

The Rutland Independent - January 11, 1873

The name of the Stevens House has been changed to the Berwick House.

The Rutland Independent - March 1, 1873

The Crystal dining rooms, under the Berwick Hotel, are closed. The Howe Sewing Machine rooms under the Berwick Hotel have been fitted up in elegant style.

The Rutland Courier - November 13, 1857

NEW STREET - The selectmen have let the contract for the new street from Main Street to the Rail Road Depot grounds, known as Center Street, and a number of men, horses, and carts are now occupied in grading it. The United States Court House and Post Office are located at the junction of this street and Court Street.

The Rutland Courier - April 12, 1868

AUCTION - The old Episcopal Church on Main Street, will be sold at Public Auction on the 24th inst, at 2:00 P.M.

By Order of the Vestry,

B.H. BURT, Clerk

Tidbits From Then and Now

Book of Biographies (Rutland County Vermont) 1899

A Family of Rutland Coal Dealers

Samuel Morgan Willson, an enterprising and successful business man of Rutland, Vermont, was well known as a wholesale coal dealer, handling the coal of the Delaware & Hudson Canal Co..

Mr. Willson resided at 71 Grove Street in the house built by his father, Zacheus V.K. Willson. Samuel was director of the Clement National Bank, the Killington National Bank and the Moseley & Stoddard Manufacturing Company. He was also president of the Peoples' Gas Light Company and a stockholder in the Howe Scale Company.

Samuel Morgan Willson was born in Rutland, October 1, 1857, the son of Zacheus Van Kuren & Elsie (Morgan) Willson. His great-uncle, Robert Willson was a preacher and a prominent and earnest advocate of anti-slavery. Robert Willson offered a wonderful and most powerful anti-slavery

prayer at the opening of the legislature in Albany, New York, for which he was "hung in effigy," and his library burned.

Z. V. K. Willson, Samuel's father, was born in Coldenham, NY in 1825. He began his career as a dry goods clerk in New York City, but subsequently went to St. Johns, Province of Quebec Canada as a clerk for the Lake Champlain Transportation Company. After his marriage in 1852, Mr. Willson came to Rutland, where he was station agent and afterward passenger conductor for the Rutland & Washington R.R. [a branch of the Delaware & Hudson R.R.]. He remained in the employ of that road for many years as a master of transportation and assistant superintendent. For ten years prior to his death he was their coal agent.

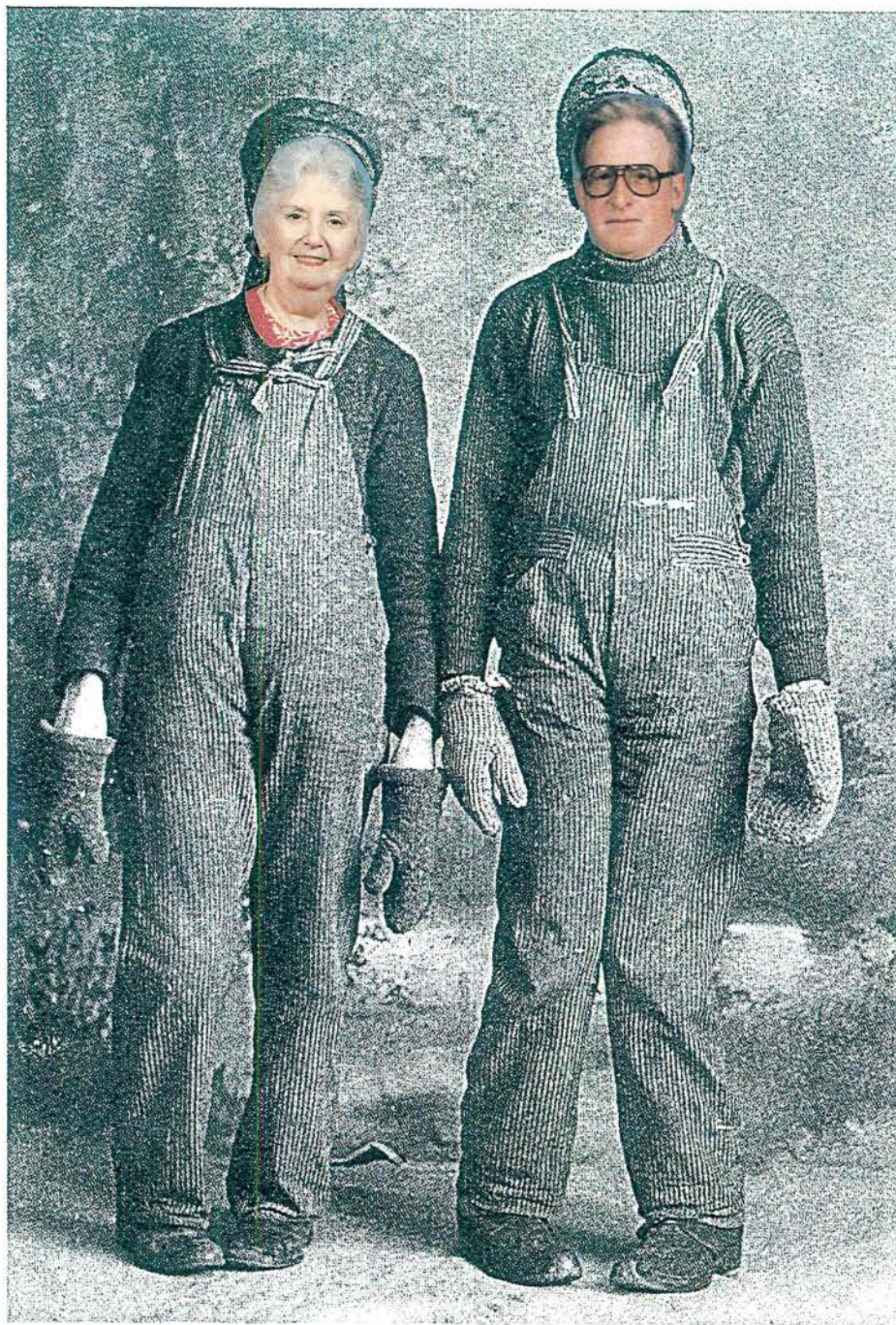
Z.V.K. Willson was a Republican and was a justice of the peace. He

represented Rutland in the State Legislature in 1872. His death was sudden and entirely unexpected. He dropped dead at the railroad station on the 27th of March, 1881, at fifty-six years of age.

Z.V. K. Willson's son, Samuel Morgan Willson was educated in the common schools of Rutland and at the age of fifteen began a railroad career as fireman, which he followed for some months. He then began a business of sawing wood for the railroad in company with others under the firm name of Chase & Willson. [Mr. Chase was roadmaster for the Rutland & Burlington R.R.] These gentlemen sawed and moved the wood for the engines according to special contracts with the railroad. Their business prospered and the firm continued in business for about six years. Mr. Willson then joined his father in the coal business of Willson & Son. After

the death of his father, Samuel continued the coal business. On October 12, 1881, Samuel married Carrie M. Wickham of Rutland. In 1886, Samuel purchased the entire coal business and changed the name to S. M. Willson. Samuel Willson was an ardent worker in the interests of Rutland. He was always ready to give substantial aid to any worthy enterprise that advanced the interests of the city.

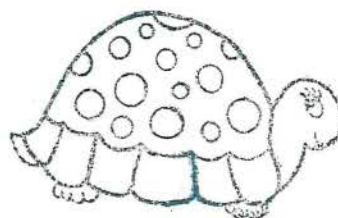
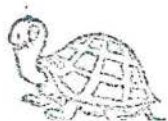
Earle V.K. Willson was the only child of Samuel and Carrie Willson. By coincidence, Earle's name appears in the Rutland Historical Society *Quarterly*, *The 1908 Diary of Charlotte Chaffee*, Vol. 35, Nos. 2 & 3. Upon further research it was discovered that Earle was only a year older than Charlotte and both families were very close in the social circles of Rutland at that time. In some of her daily notations it would appear that Charlotte did not always appreciate Earle's attention.



I SAY OL'D CHAP - - IS IT COLD DOWN THERE YET??

I DIDN'T RECOGNIZE THE PICTURE AT FIRST _ DID YOU?

June & Stacey Chapman
North Carolina

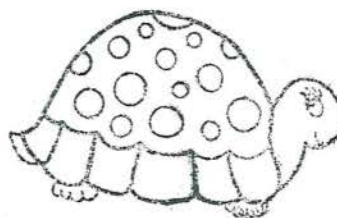




I SAY OL'D CHAP - - IS IT COLD DOWN THERE YET??

I DIDN'T RECOGNIZE THE PICTURE AT FIRST _ DID YOU?

Gladys and Cameron Vize
Arizona

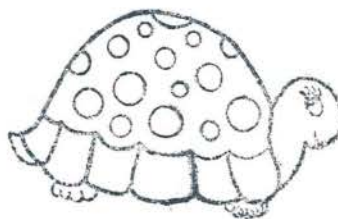
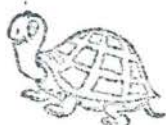




I SAY OL'D CHAP - - IS IT COLD DOWN THERE YET??

I DIDN'T RECOGNIZE THE PICTURE AT FIRST _ DID YOU?

Lou and Stan Smyrski
(Florida)



The Rutland Courier
October 28, 1870

Young Ladies' Academy.

The Sisters of the Holy Names of Jesus and Mary have opened a school for young ladies and children on

Main street, second door below the Baptist church.

EAST RUTLAND, VERMONT.

This institution is beautifully located and commands a fine view of the surrounding mountains.

The system of instruction comprises Orthography, Reading, Grammar, History, Geography and the use of the Globes, Natural Philosophy, the Elements of Astronomy, Composition, Plain and Ornamental Writing, Arithmetic, Algebra, Plain and Fancy Needlework in all its variety.—The above studies taught in English and French. The discipline of the school is mild but firm and regular, strict attention to its regulations required at all times. Should a pupil be withdrawn before the expiration of the quarter, no deduction will be made for the remaining time or for a partial absence from the school. Pupils of all religious denominations are admitted.

The emulation of the pupils is excited by every gentle means and their success rewarded by an annual distribution of Premiums previous to the vacation which will commence at the beginning of July. The scholastic year will open on the first Monday of September.

TERMS.

Seniors Class,.....\$10.00 per quarter.
Juniors Class,..... 8.00 " "

EXTRA CHARGES.

Drawing and Painting,..... 5.00 " "
Music,..... 15.00 " "
Washing,..... 5.00 " "
Fuel for the Season,..... 1.00 " "

N. B. The quarter consists of fifteen weeks, payable in advance.

Boarders are admitted at fifty dollars extra per quarter. For particulars address,

MOTHER SUPERIOR.

Box 471, East Rutland, Vt.

The Rutland Courier

March 18, 1870

DEATH OF MRS. STRONG.—We have to record this morning the death of Mrs. Harriet Strong, widow of the late Hon. Moses Strong, one of the oldest and most esteemed ladies of Rutland. She was a daughter of the Hon. Enoch Woodbridge of Vergennes, formerly a judge of the Supreme Court, and an aunt of Hon. Frederick E. Woodbridge. She was the second wife of Judge Strong, and, at the time of her marriage, the widow of Dr. Hopkins. She made her home known for its genial hospitality in olden time, by the graceful manner with which it was dispensed. She has been for many years a link between a former and the present generation, and was one of several highly esteemed elderly matrons who enjoy the high regard of our community. She was proverbial for her benevolence in times past, and her eminent kindly sympathy and generosity. Thus has another landmark of the first families, whose prominence made Rutland society among the most genial and cultivated in Vermont, passed away.—*Rutland Herald.*

The Rutland Courier

October 1, 1869

THE NEW BAKERY.—Men can not live by bread alone, yet bread is the staff of life, and our townsman and neighbor, Mr. Daniel Verder, so long and favorably known as carrying on the bakery business in this place, has just completed a splendid brick edifice on the corner of Center and Wales Street, the lower story of which is constructed for a bakery and salesroom. There are three ovens, each of which has capacity for baking 1,700 crackers at a time, and the establishment can furnish some 40 barrels of crackers daily, besides bread enough to supply a regiment of soldiers. With Mr. George Verder as superintendent of manufacturing, and Mr. Herbert L. Verder as salesman, this new and extensive establishment will be able to supply the greater portion of Western Vermont with the staff of life.

We extend to Messrs. Verder's our thanks for a liberal sample of bread, crackers, and various kinds of cake.

THE RUTLAND INDEPENDENT, APRIL 2, 1870

THE STORM - - - In this vicinity was the most severe of the season. The Green Street School Building was unroofed and a portion of the walls blown down leaving it a total wreck. A portion of the roof struck the house occupied by Dan Stewart, penetrated the walls, and grazing the forehead of Mr. Stewart as he lay in bed. The furniture of the school building is an utter loss.

THE RUTLAND INDEPENDENT, SEPTEMBER 16, 1871

COUNTY COURT HOUSE - - - It is currently reported that the timbers of the New County Court House are insufficient to support the roof, and that the tower is liable to fall at any time in a high wind. If this be so, the structure should be immediately put in condition so as not to endanger the lives of our citizens.

THE RUTLAND DAILY HERALD
DECEMBER 8, 1884

A Great Catastrophe Providentially
Averted.

Just before noon yesterday the heavy cornice of plaster and mortar directly over the judges' desk and witness' stand in the county court room, fell with a crash that jarred the whole building. The noise was very much like the report of a cannon. When the mass struck the court room floor it knocked off the plaster in the sheriff's room below, and although it startled the sheriff and his deputy considerably, they very fortunately escaped injury. Several large masses fell on the judges' seats exactly where the judges sit, and had court been in session, they and others would, no doubt, have been seriously injured, if not killed outright. The room is some twenty-two feet high and some of the fallen pieces of the cornice will weigh twenty to fifty pounds. The room has been considered unsafe from the condition of the plastering for some years past, and it is very fortunate that this accident did not happen during a session of court.

The Legislature has just authorized a county tax to repair the court house, which it seems has not been done any too soon. Now that some repairs must be made immediately, we hope that the commissioners will take the opportunity to make some other desirable and needed improvements in the court room and other parts of the building.

*The Rutland Daily Herald and
Feb. 13 Globe 1885*

—The county court house is being repaired. The ceiling of the court room will be taken down and cloth put overhead to make the room safe during the March term.

*The Rutland Daily Herald and
Feb. 23 Globe 1885*

The March term of Rutland county court opens Tuesday March 10. The court room has been made safe, and after the adjournment there will be thorough repairing. It seems almost miraculous that there have been no fatal accidents there, for the ceiling has been in a very bad condition. During the repairing the whole west side fell, crashing through the floor directly where the grand jury sits. Pieces have fallen directly over the judges' seats, and over the enclosed circle. The center piece also came down with a crash but no one was near. All this falling has been when no one was present and when the building was quiet. How it happened judges, lawyers, jurors, officers and spectators escaped during the session, when the house was shaken by the ringing of the bell, the tramp of feet and otherwise jarred, with the ceiling in such a shape is "indeed a wonder."

*The Rutland Daily Herald
May 20, 1885*

THE COURT HOUSE REPAIRS.

Lieut. Gov. Ormsbee of Brandon, A. F. Davis of this village, and Lawyer Abell of West Haven, the committee having the court house repairs in charge, have been considering the matter and will have another meeting Monday to take final action. Of course the court room ceiling must be replaced, and all the rooms on that floor will be frescoed. Beyond that, it has been decided to strengthen the roof, and Mr. Davis has the work in charge. This will be done so as to give the ceiling a better support and stop the trembling which now follows the ringing of the bell and is perceived at other times. It is not unlikely that furnace heat may be introduced, and there is talk of managing things at the back part of the upper story so that it will be possible to get from the court room to the stairway without going through either of the small rooms. The committee has but about \$5000 to work with, and the amount is likely to prove too small.

*The Rutland Daily Herald
June 12, 1885*

The tower on the court house has been moved from the center to the front of the building. The ceiling of the court room has been removed and new timbers are going in to sustain the roof, while stagings pretty much fill up the room as the work of improvement goes on.

The Rutland Daily Herald
June 24, 1885

The work of improvement still goes on at the court house, though it will take the great clearing up time, which is evidently some ways off as yet, to show what is really done. The stairs from the first to the second floors and from thence to the gallery on the right hand corner of the house going in, have been removed and the space occupied by them is to be partitioned off for rooms, making three new rooms in all. The ceiling of the court room will be finished in wood, and a very handsome design will be followed. The ribs and mouldings for the most part will be of pine, and the inside of the panels of spruce, either painted or finished to show the grain of the wood. The improvements as a whole are quite extensive.

The Rutland Daily Herald
July 6, 1885

"Moving the clock tower to the front of the court-house may be a good idea," said a man yesterday, "and it may prove a great advantage to those who want to see the clock, but it spoils the cemetery of the building anyway; just spoils it!"

???? Symmetry ????

The Rutland Daily Herald
July 7, 1885

The court house repairs still go on. Workmen are now preparing the staging for doing the ceiling work. It is estimated that the wood work on the ceiling will cost some \$1200.

The Rutland Daily Herald
July 16, 1885

The improving work goes on at the court house. A partition has been run across the court room about four feet from the back end, which makes a hall for the judges' and lawyers' rooms. The old doors from the stairway into these small rooms have been closed up and new ones made for the hall, so that there is access to the court room from the rear direct from the stairs. This improvement, with the witness' room at the front end of the court room, affords a great practical convenience. The court room itself is full of stagings, and work is progressing on the ornamental wood-work of the ceiling. In the rooms on the floor below order begins to appear. There is, besides the new room in place of the right hand stairway, which is made to open into the clerk's office, a general new plastering and overhauling, and the place will seem a good deal changed.

The Rutland Daily Herald
July 22, 1885

The County court room will soon be ready for the decorator, who is expected within a few days. The ceiling is of panel-work of tasteful design, and when completed will be a model. The county clerk's office is the object of attention at present. Mr. Smith occupies the Probate court room while these repairs are going on.

The Rutland Daily Herald
July 25, 1885

The old double-barreled caps on the court house chimneys that have proved a disadvantage rather than otherwise are being removed and better ones substituted. The new ceiling in the court room is pretty well along and an idea can be got as to its appearance when finished. The painters and decorators are expected the first of the week and when the job is done it will be very handsome.

The Rutland Daily Herald
August 14, 1885

The stagings have been taken out of the County court room and a good idea of the changes in progress can now be had. It is said that the room will be practically the best in the state, and certainly it will be the finest in appearance. The more important material changes, as before noted, are the adding of a witness room in front, the making of a hall in the rear so that the side rooms as well as the court room itself will be accessible from the back stairway independently, and the putting in of heating furnaces. There is also a handsome railing being put around the bar, and sundry other minor improvements made. The new ceiling now shows what it is worth, and is doubtless the finest thing of the kind in Vermont. It is all of wood, with elaborate work of beams and panels, and is colored so as to be very attractive to the eye. The little rear hall is also an ornamental thing in the workwork way, and the whole room, with the decorated walls and all, is a thing of beauty. Down stairs chaos mostly reigns still, as only the probate office is habitable. The work there is really approaching completion, however, and the whole building will be left by the workmen before a great while. There seems to have been a good deal done on the \$5000 appropriated, and it is a question whether there will be anything left for the outside painting and the like which is needed.

COUNTY COURT.

The September Term Opening Today.**REPAIRS ON THE HOUSE.**

The work of repairing and improving the court house cannot be quite completed before the opening of the September term of the County court this afternoon, although the committee have made every effort to finish the work sooner. The long session of the last term delayed the beginning, and there have since been annoying delays in filling orders for pieces of furniture for which the committee is not responsible. Of the \$5000 tax authorized by the legislature to be levied for the work, \$4970 was raised by county tax. Lieut-Gov. Ormsbee of Brandon, R. C. Abell of West Haven and A. F. Davis of Rutland have had charge of the work, which has nearly all been done by day labor under the superintendence of Mr. Davis, who was able to be on the ground to attend to it. Although the building cost \$72,000 and should have kept in good repair to this time the partitions and ceilings were found to be practically worthless. The tower was over the center and, not being properly supported, swayed with the wind and loosened the plaster of the main ceiling so that pieces were continually falling. Several pieces of the cornice, weighing about 40 pounds apiece and more, fell on different occasions in the main courtroom, endangering life, so that taking all into consideration, there was no question about the necessity of the repairs which have been made. The bell tower was removed to the front of the building so as to rest on substantial brick walls, and plans were made for remodelling the interior by Architect M. F. Cummings of Troy, N. Y. These included the removal of the stairway on the right of the building, which was not needed, and gaining a convenient room on each of the three floors in its place. He also planned a screen behind the judges' bench, 13 feet high, made an ornament, but affording a hall so that those using the back stairway need not go through the judges' or lawyers' rooms, as before, but pass directly into the main room. A railing has been built, making an enclosure 30 feet square in front of the bench for the use of members of the bar. The witness stand on the right has been moved forward, so that the judges can now look at the witness who faces the room as

A furnace from the works of Fuller & Warren of Troy, N. Y., costing \$600, has been put in on a year's trial, with a guarantee that if it does not heat the building satisfactorily the money can be withheld. The work of painting and frescoing the rooms was put in charge of G. W. Bennett of Manchester, who has certainly done a first-class job and finished a ceiling which is considered one of the handsomest in the state. The prevailing tint of the walls and ceiling in the court room is terra cotta, which appears in two shades on the latter, where it is tastefully set off with a delicate shade of robin's egg blue. The body of the ceiling is of wood, finished with a cornice on the side-walls and a tile freeze. Chamfered timbers, with gilded beads, divide it off into panels, the center one enclosing a circle, divided into eight panel devices. Four highly ornamental lotus leaves on a ground of green are in the center of this, branching out from the chandelier, and its corners are finished in Pompeian red with light ornamental figures. Copper colored rosettes adorn the large timbers making the partitions, which are finished in French gray. The broad dado is of Pompeian red embellished with bronze and rich colors. The panel screen behind the bench is of polished ash and finished in the cornices and pediments. Two highly ornamental ash mantel pieces are arranged on either side of the room, containing bevel plate mirrors of heavy French glass. A heavy brussels carpet has been laid in the enclosure reserved for lawyers, and all the woodwork has been touched up with paint and varnish. Marbleized slate mantles adorn the sheriff's, probate and clerk's offices below, while the removal of the unsightly stoves is an improvement which will be readily appreciated. George Russell superintended the carpenter work, and John Hudson contracted to build the screen for \$375. The general opinion is that the committee have acted economically and succeeded in making the best use of the money given them, which has all been laid out. The county now has a court house it may well be proud of.

Old Clock In Court House Goes to War

Oct. 4 — 1942

Probably no one in the city worked harder to get in the scrap than Charles Hill, 71-year old janitor of the County court house, who took apart the old courthouse clock and lowered it in pieces by rope from the belfry. The seventy-odd year old handwinding clock, unused since the new electric timepiece was installed about 18 year ago, was estimated to have yielded 300 pounds of brass, cast iron and steel.

Hill passed the dismantled clock out the window of the belfry onto the roof and lowered the pendulum, which weighed 60 pounds, and buckets of wheels, cables, and gears first to the attic and then to the ground floor.

The old clock caused some trouble around 1880, it was recalled by George N. Harman, present county clerk at the courthouse. At that time, he said, the clock belfry was in the center of the building. When the clock struck, the vibration dislodged a section of plaster molding weighing several hundred pounds from the courtroom ceiling which fell directly across the judge's desk. The court was not in session. To remedy this a wooden ceiling was installed and the belfry was moved to its present position at the front of the building.

The Rutland Courier
January 1, 1869

ACCIDENT AT SUREWESBURY CENTRE.—

Mr. George Kinsman of this place met with a serious accident on Monday, a. m., Dec. 21st, as follows: He was at work shingling the new meeting-house horse-sheds, and had just carried a half thousand bunch of shingles on to the roof and laid them down as high up as he could reach, standing on the staging. The roof was slippery with snow and ice, and the shingles slid away from him, striking with such force against the brackets as to break the nails, and all went to the ground, some ten or twelve feet, with Mr. Kinsman under the ruins. Assistance was immediately rendered by Mr. Henry A. Waterman and Ziba Green, who were at work with him, and he was carried to his home. Dr. G. G. Crowley was immediately called, an examination made, when it was found that both bones of the right leg were broken just above the ankle. No other injury was received. The doctor adjusted the bones, and he is now doing well.

About the same time, near Cuttingsville, Mr. Oliver Dodge had his face badly cut and bruised by being thrown from a sled upon the ice. He bled profusely, but was not seriously injured. His team was frightened by a horse-power, beside the road, sawing wood. Con

The Rutland Courier
August 4, 1871

THE NEW BRIDGE.—There is an opinion abroad that the Selectmen of Rutland have ordered Mr. Evelyn Pierpoint to discontinue work on the bridge he contracted with last year's board to build across Otter Creek. This is not so. The Selectmen have merely notified Mr. Pierpoint that they cannot accept of the pier and one of the abutments. He has a contract. If he was fulfilling that written contract why don't he go ahead? No one can stop him, and he is entitled to pay if he builds a good bridge and suitable abutments and pier.

The Rutland Courier
August 11, 1871

THE NEW BRIDGE.—On Saturday of last week arrangements were made with Evelyn Pierpoint to complete the new bridge across Otter Creek. The town of Rutland pays Mr. Pierpoint \$800 additional to the former contract, for taking down the pier, driving piles and erecting a substantial new pier, to the acceptance of the select-men.

Landmark Gone

Call it nostalgia or whatever — I can recall when I was a very little girl, running up and down the stairways of the Rutland Machine and Auto Co. on West Street where my father worked.

After several years, the company desolved, later to reopen on Terrill Street as the Curtis-Benson Garage. Many of the personnel of the original company moved up West Street hill, to work together several more years there.

The building on the corner of West and Cottage Streets was renovated and later became the A&P Store. We sure could use a store like that right now. Later, the Colonial Bowling lanes became an active place for exercise and entertainment.

Next door, Gene's Barber Shop, Valenties Snack Bar and the late Carriage Room found hundreds of people coming and going through their doors.

It is sad to see such a serviceable building destroyed only to be replaced by none other than a parking lot for a bank a block away.

Goodbye "Friend," it was so nice to know you.

MARTHA C. TUCKER

Center Rutland

1992

The Rutland Courier
January 27, 1871

RUTLAND RAILROAD LEASED.—At the adjourned meeting of the stockholders of the Rutland Road held in this place yesterday (Thursday), the lease of the Rutland Road and all the branches now run by said road, as well as the Oakes Ames Steamer line and the Addison Co., Road to the managers of the Vermont Central and Vermont and Canada Railroads for twenty years, were appointed and adopted by said stockholders.

The following are the Board of Directors elected for the ensuing year: Messrs. Lawrence Barnes, Burlington; E. A. Birchard, Boston; John B. Page, Rutland; Jas. H. Williams, Bellows Falls; Geo. P. Chase, Boston; Peter Butler, Boston; D. N. Skillings, Boston.

This gives Hon. John G. Smith, and the managers of the Vermont Central, control of the Rutland Road and all its branches, for twenty years.

The Rutland Courier
February 3, 1871

THE RUTLAND ROAD.—Many of our readers may expect to hear from us relative to the leasing of the Rutland Road to the managers of the Vermont Central. We would here say, that the lengthy comments made by many of our contemporaries are *as yet* perfectly gratuitous and out of place, as no lease has yet been consummated, and *may* not be. The last conference of the two ex-Governors, Tuesday night last, was not by any means a levee-feast, and no wine was partaken of to bind the contract. Indeed, our neighbor Page is supposed to have been in a beligerant mood, as he did not take that "*white rose*" along with him.

BURLINGTON.—The Catholics of Burlington hold a meeting in that city on Thursday evening next, to protest against the Italian occupation of Rome.

We are of opinion that both the Protestants and Catholics of America are interfering in matters that do not concern them. Italy for the Italians; Rome is a part of it, and it is for the Italians to manage their own affairs and work out their own destiny without any interference from America.

Transfer of the Rutland Railroad.

RUTLAND, VT., Feb. 8, 1871.

Notice is hereby given that in pursuance of arrangements concluded between the Managers of the Rutland Railroad and the Trustees and Managers of the Vermont Central and Vermont & Canada Railroads, the control and management of the Rutland Railroad, together with the roads lately operated in connection therewith, viz.:

The Vermont & Massachusetts Railroad (between Brattleboro and Grout's Corner).

The Vermont Valley Railroad.

The Whitehall & Plattsburgh Railroad (Northern and Southern Divisions), and the Montreal & Plattsburgh Railroad, as also the Burlington Steamboat Company, with all the property appertaining to said roads, has been transferred to said Trustees and Managers of the Vermont Central and Vermont & Canada Railroads, and the exclusive possession and control thereof is this day assumed by them.

JOHN B. PAGE,

For Trustees and Managers Rutland road.

J. GREGORY SMITH,

Pres't Trustees and Managers Vt. Central and Vt. & Canada Railroads.

In accordance with the foregoing notice, the Trustees and Managers of the Vermont Central and Vermont & Canada Railroads, hereby give notice that they have taken formal possession of the Rutland Railroad, the Vermont Valley Railroad, the Vermont & Massachusetts Railroad between Brattleboro and Grout's Corner, the Montreal & Plattsburgh Railroad, the Plattsburgh & Whitehall Railroad, Northern and Southern Divisions, and of the Steamer Oakes Ames.

Col. Geo. A. Merrill is hereby appointed Superintendent of Rutland Division of the Vermont Central and Vermont & Canada Railroads, embracing, until further assignment is made, the railroads above numerated, whose orders will be respected.

All accounts will be kept in the name of the Trustees and Managers of the Vermont Central and Vermont & Canada Railroads, and all returns will be made to their principal offices, to the department to which they properly belong, and all settlements will be made through these departments. Blanks for Reports and Statements will be furnished from the General Offices.

J. GREGORY SMITH,

Pres't Trustees and Vt. Central and Vt. & Canada Railroads

The Rutland Courier
February 10, 1871

The Rutland Road.

It will be seen by this week's *Courier* that the Rutland Railroad has passed out of the hands of our townsman ex-Gov. Page, and into the hands, or at least under the management, of ex-Gov. Smith, who is now the Railroad King of Vermont, if not indeed of New England, and whose influence will soon be extended to the very Pacific coast by a line of splendid steamers, from Ogdensburg to Duluth on Lake Superior, and from thence by rail over the Northern Pacific Railroad to Portland, or some other point on the Pacific coast.

The effect of this change we, of course, cannot certainly predict, but we have every reason to believe Gov. Smith will do no act that will injure the people or the interest of Rutland, and that those who persist in asserting that he will do so, are but few in number, and they, members of the *Mutual Admiration Society*, led on by our neighbor of the "*white rose*," whose power has departed, and whose influence over the employees of the Rutland Road or the people along its line, is no more than that of the humble editor of the *Courier*, which is just none at all.

We have every reason, too, to believe that Gov. Smith will not oppose the Portland and Rutland Railroad. If he did he would do so openly and not clandestinely, as his predecessor in the management of the Rutland Road, has all along done, to the chagrin and disgust of every intelligent and thinking man in Rutland.

Mr. Smith is a gentleman that will consult with our people as to their wants and their grievances, if any exist, and then he will act for the best interest of the community and not for his own *personal* interest or aggrandizement. That there will be a gradual weeding out of the "*Mutual Admiration Society*" we doubt not; and when the tares are separated from the wheat, all classes and all parties of our citizens can breathe freer and truly say "I, too, am a freeman" and no longer under the dictation of *any man*!

Let us all then stop whining and croaking about this change of Railroad Managers being a damage to our town, that has been more prosperous than any other in the State. Let us unite earnestly and *honestly* in behalf of the Portland & Rutland Road, that will make Rutland the grand center of railroad communication in Vermont.

The Rutland Courier

January 19, 1872

Rutland County Agricultural Society.

The annual meeting of the Rutland County Agricultural Society was held at the Bardwell House on Wednesday afternoon, at one o'clock. L. Howard Kellogg, Esq., President, Miner Hilliard, Secretary.

The reports of the Board of Trustees and the Treasurer were read and adopted.

The Society then proceeded to the election of officers, which resulted as follows:

PRESIDENT.

Henry F. Lathrop, Pittsford.

VICE-PRESIDENTS,

S. D. Townsend, Wallingford.

J. S. Benedict, Castleton.

SECRETARY,

Miner Hilliard, Rutland.

TREASURER,

Jesse L. Billings, Rutland.

AUDITORS,

Lensey Round, Clarendon.

C. C. Pierce, Clarendon.

Horace H. Dyer, Rutland.

BOARD OF TRUSTEES,

Franklin Billings, Rutland.

Porter Benson, Clarendon.

Z. Nearing, Brandon.

BOARD OF DIRECTORS.

Benson, Rollin G. Gleason.

Brandon, N. T. Sprague, Jr.

Castleton, H. O. Brown.

Clarendon, A. D. Smith.

Chittendon, W. O. Harrison.

Danby, J. C. Williams.

Fairhaven, J. W. Hamilton.

Hubbardton, Seneca Root.

Ira, Lester Fish.

Middletown, E. W. Gray.

Mt. Tabor, L. P. Howe.

Mt. Holly, William Billings.

Pittsfield, C. W. Brigham.

Pittsford, Ransom Burditt.

Pawlet, Warren Hulett.

Poultney, F. W. Mosely.

Rutland, Orin Thomas.

Sherburn, Daniel W. Taylor.

Shrewsbury, H. C. Gleason.

Sudbury, J. M. Ketchum.

Tinmouth, John T. Ballard.

Wells, Wesley Rowe.

Wallingford, John S. Emery.

West Haven, Rodney C. Abell.

The eleventh article of the by-laws was amended so as to read as follows.

ARTICLE 11. It shall be the duty of the Board of Trustees to take charge of and keep in repair the grounds and premises of the society, to make all contracts for repairing or renting all or any part or privilege on said grounds, to provide means for collecting and securing such fees for admission to the grounds as the Board of Directors may prescribe, and for cultivating, managing and disposing of all crops grown on the grounds. And they shall keep an account embracing all the items of receipts and expenses in the performance of their duty, and report the same to the annual meeting. They shall also have power to draw orders on the treasurer for all contracts and expenditures under their supervision, and all moneys received by them shall be paid to the treasurer, taking his receipt therefor.

The thanks of the society were voted to John W. Cramton for the use of his hall, and accommodations extended to the society.

In retiring from the presidency, Mr. Kellogg returned his acknowledgements to the society for the courtesy extended to him during his term of office.

H. F. Lathrop, Esq., the new President, is a prominent citizen of the county who has long been identified with the Society, and has labored earnestly to promote its prosperity and usefulness, and his unanimous election was a well deserved tribute of his faithfulness in its behalf.

J. S. Benedict, Esq., of Castleton, is a well known citizen, and wool grower, who has also been long connected with the Society—and has been a constant contributor to its annual exhibitions. It is an excellent selection.

The society is in a prosperous condition under its present board of officers, and the management of its efficient Secretary.

Rutland Daily Herald
February 16, 1920

RUN 1920 FAIR THE ENTIRE WEEK

Project of Constructing New
Building for Automobile
Exhibit Talked.

ADMISSION PRICE SAME

Dates for the annual fair of the Rutland County Agricultural society were set at a special meeting of the directors held at the Hotel Berwick Saturday afternoon when it was practically decided to make the show this year a week in duration, starting Monday, September 6 and continuing through until Friday, September 10 with the possibility of running through Saturday, September 11. This matter and the question of a new automobile building for the housing of this ever growing exhibit was left to the first five officers and the trustees.

The matter of the under-pass, a project which was originally discussed a year ago, was also left with the officers and trustees. There had been some talk of constructing an under-pass which would allow the parking of automobiles in the enclosure about the track without interfering with the track events.

The original plans called for the underpass giving an underground entrance to the enclosure from the west side of the track, south of the fish and game exhibit and it would cost approximately \$5000. This money then and now seems a big price and it may be definitely decided to abandon this project for the present. Hundreds of cars and thousands of people were accommodated in this space without accident last year.

There was some talk at the meeting Saturday of the need of a building for the exhibit of automobiles. At the fair last year there were many exhibitors along this line with many machines, pleasure cars, trucks and tractors.

The fair managers had such good success with the fair on Saturday of 1919 that the matter of continuing the fair on Saturday this year will be considered, although nothing definite has been decided. It was suggested that the last day's track events might take in automobile and motorcycle racing and not interfere with the sulkey events which under normal conditions would be completed Friday. The racing program this year will call for about \$10,000 in purses.

It was announced Saturday after the meeting that a general increase in live stock premiums will take place at the 1920 show. Another important announcement was the fact that the admission price will be unchanged in 1920. Fairs throughout the east generally have increased the general admission from 50 to 75 cents but the fair managers decided Saturday to stick to the present general admission price of 50 cents.

Rutland Daily Herald
January 3, 1920

Interesting Data on First Rutland Fair

Rules and Regulations Govern-
ing It Are Placed on
Exhibition.

Officials of the Rutland Fair association have been busy for several weeks compiling facts and figures dealing with the first Rutland County fair, held September 24, 1846. The data is arranged in an artistic manner and has been placed in a picture frame. The document is on exhibition at the office of F. M. Wilson, president of the Fair association, and it will be officially given to the Rutland Fair association at the annual meeting of the board of directors which will be held Wednesday, January 7, at 2 o'clock at the Berwick hotel.

The document shows the following officers of the first fair: President, Frederick Button, Clarendon; vice presidents, William Farnum of Poultney and William H. Sanford of Orwell; recording secretary, J. C. Thrall of this city; treasurer, James Adams of Castleton; auditor, Samuel Kellogg of Pittsford; corresponding secretary, William C. Kittredge of Fair Haven. The names of the managers are also listed in the document.

Another important item that will be of especial interest to Rutland people is the constitution by which the fair was governed. The rules are printed in good large type, and form very interesting reading, as they show the difference in conditions at the time of the first fair and the last fair, held last September.

At the first fair, premiums were offered on field crops, vegetables and fruits, farm stock, household manufactures, maple sugar, mechanics' work, farming implements and poultry. In connection with this list, there is also an account of the requirements of the exhibitor. The names of the committees who awarded the premiums are also given.

Rutland Daily Herald
February 24, 1920

RUTLAND CITY BAND OLDEST IN VERMONT

Organization Was Formed 45
Years Ago by Public
Spirited Citizens.

UNBROKEN EXISTENCE

At a recent meeting of the members of the Rutland City band the following officers were elected: President, Frank M. Wilson; vice president, George T. Chaffee; treasurer, Joseph C. Cox; secretary, Edward Rothman; director and business manager, Philip H. Brehmer.

About 45 years ago there was no band in Rutland and different citizens, some of whom were Major Kingsley, General Ripley, Walter Landon and L. Morse, decided that Rutland needed a band. These gentlemen with the help of others purchased a set of instruments and equipped the members of a new band and up to the present time the Rutland band has had an unbroken existence.

Oldest Band in State.

The Rutland band is probably the oldest band in the state of Vermont. Several other rival bands were started in the state during this time but none has continued until this time.

Mr. Brehmer was director of the Rutland band two different seasons about 30 years ago and now as present director is doing everything in his power to make the band a success. There are 25 men in the Rutland City band and it has been planned to give 20 concerts during the coming season, and if good weather permits, the first concert will be given on Decoration day. It is expected that new uniforms will be purchased, and already a large number of selections and overtures have been bought.

Director Brehmer plans to give Sunday concerts at which time special music will be featured.

Asks An Appropriation.

The city of Rutland started an appropriation about 10 years ago for the benefit of the Rutland band and has continued to appropriate money up to the present time. This appropriation has consisted of one per cent of the grand list, and it is hoped that at the next annual election the citizens of Rutland will vote again for the support of a band, for without this appropriation it will almost be impossible to support a band of which Rutland will be proud.

Negotiations are now under way and the contracts are practically closed by the business manager for engagements to furnish music at the White River Junction, Cambridge, Middlebury and Hudson Falls fairs this season.

It is expected that the Rutland City band will probably be the regimental band for the battalion headquarters at the new armory which is expected soon to be erected in Rutland.

Rutland Daily Herald
March 2, 1920

Rutland City Band Has Surprise Party

The members of the Rutland City band were honored guests last evening at a surprise party held in their rooms in the Savings bank building, the occasion being the 44th anniversary of the organization. Last evening the regular rehearsal of the band was attended by about 30 members, and at the close the wives, sisters and young lady friends came to the hall, and the musicians were given an elaborate supper of coffee, cake, sandwiches, salad, ice cream and other dishes, about 60 persons being present.

During the supper several members were called upon for remarks, including P. H. Brehmer, the director, Charles H. Young, formerly business manager, and Edward Rothman, and they all responded with remarks of the progress of the band and of its bright prospects for the coming year.

NEW BANDSTAND PLANS RECALL OLD DISPUTE

Deed of 1790 Provides No Roofed Structure Shall Be Built in Park

The foundation for the new bandstand in Main Street Park has been completed and is ready for the main body of the structure. The stand will be octagonal in shape and will be about 18 feet in diameter. According to the plans, the new building will be made of cement with re-enforced steps and floor of the same. A railing is to be erected about the platform and will also be of cement.

Whether the super-structure will be of wood or of some other material is not definitely known.

According to the builders there is a possibility that the bandstand will be covered with a slate roof, although the old building did not boast such a covering. The new bandstand will replace the structure which had been in use for about 25 years and which was recently demolished to make room for the new one. The original structure came into being after a long and bitter

controversy and was built partly by subscription and with funds appropriated by the city.

During the agitation which preceded the erection of the old stand it was argued that the wording of the deed which conveyed the property to the city precluded the possibility of a roofed structure being erected on the plot. For that reason the old stand was left exposed to the elements. A provision of the document provided that the land should revert to the heirs if the proviso

were violated.

The land which constitutes the park was deeded to the town of Rutland just over 136 years ago, in January, 1790, by Nathan Osgood and Thomas Hale. The deed stipulated that the ground was to be "Used forever for a public common and green." The paper conveying the grounds forbade the encroachment of private "yards" and "fences" and the erection of any house.

Osgood received 18 pounds for his land, a sum of about \$90 in currency of the present time. Hale was given 10 pounds for his property or about \$50. The original deeds are preserved in the town and city records in the office of City Clerk Harry B. Whittier.

Judge Samuel Williams was the prime mover in obtaining the land for the use of the town and both deeds were signed by him.

City Report, 1926

Main Street Park was mowed and cared for during the summer months and a reinforced concrete band stand with wooden columns and roof was built there this summer.

City Report, 1927

A survey was made of Main Street park in the vicinity of the bandstand. Concrete posts were set around the stand and connected with a steel cable to keep the youngsters from

swarming over the stand during concerts. Some of the old paths were harrowed and seeded down and others were aligned and covered with crushed stone. The wire fences and signs set up to protect the new grass were torn down by irresponsible hoodlums, who need a little parental discipline. Many of the trees were trimmed up and this contributed much to the general appearance of the park.



The Rutland Independent

February 18, 1871

SHREWSBURY.

ODD FELLOWS FESTIVAL.—The Odd Fellows Festival at H. Todd's Hotel, Cuttingsville, Feb. 10th was well attended and in every respect a success.—There were about eighty couples present. Rutland and Chester were well represented by members of the Order and their friends. Many of the Officers of the Lodges in Rutland, Shrewsbury, and Chester appeared in Regalia. Mine Host Todd and wife are celebrated for furnishing a nice table, but on this occasion they outdone even themselves, and furnished a table seldom equalled outside the best City Hotels. They did not have gilt-edged Bill of Fare of *Rare Dishes* which they were just out of, but the roast turkies, chicken pies, oysters, roast beef, boiled fish, lobster sallads, sardines, &c., were on the Tables in such abundance that the hard labor of carvers and eaters for about an hour made but a slight impression in lessening the burden of the tables.—It was a very pleasant and agreeable party and all present seemed to feel that it was good to be there.—Everything was orderly and in order, and speaks well for the Host & Hostess. The Rutland Quadrille Band furnished the music, and a large portion of the company being young people, dancing was the order of the evening.

ONE WHO WAS THERE.

HIGHEST BIDDER WILL GET OLD WORKHOUSE

Property Valued at Half a Mil-
lion is Offered for Less
Than Half.

Vermont House of Correction, located for the last 50 years more or less in this city, the consolidation with the state's prison at Windsor having been completed some weeks ago, is to be sold to the highest bidder. The buildings and grounds, located at the corner of State street and Pierpoint avenue and running back to the north well into the side of Pine Hill, will be sold by the state board of control, advertisements having been issued during the last week to this effect.

The property is estimated to be valued at approximately a half million dollars but it is understood a sum considerably less than half this amount is asked by the committee having charge of the sale of the property, although no definite figures have been announced as yet.

Thorough Equipment.

The plant, thoroughly equipped, includes besides the immense prison buildings with their great amount of floor space, estimated at 30,000 square feet, a superintendent's house, large garage and a new workshop with 10,000 square feet of floor space ready for occupancy, in fact in use at the present time. All the buildings are of brick, in the best of repair and ready for instant use.

The equipment includes two 125 horsepower Dillion boilers, one 125 horsepower Corliss engine, one Ideal engine and generator, motors, dynamos, pumps, switch board equipment and all such parts to a complete plant. There is also room for expansion, for the state owns and will sell to any purchaser a plot of 75 acres, or it is understood the present plant will be sold separate if so desired.

Is Well Located.

The location of the buildings, less than a third of a mile from the tracks of the Rutland and the Delaware & Hudson railroads, running in four directions, and directly beside the electric line of the Rutland Railway, Light and Power company, makes it an ideal proposition as far as the receiving and shipping is concerned. Trackage would cost almost nothing to the plant and the service would be almost immediate.

The house of correction, which was originally built in 1877, was consolidated with the state prison for the purpose of saving overhead expense, the number of prisoners in the latter institution having dropped 66 per cent in the last 10 years. The property has been placed in the hands of the state board of control and the special committee of this body having in charge the details are Judge John E. Weeks of Middlebury, director of penal institutions, and Will L. Davis of this city, member of the board to whom all communications should be addressed relative to the sale of the property.

Offered for Normal School.

Some time ago the board offered the property to the state board of education as a location for a state normal school, this because of its beautiful location and extensive ground possibilities, but up to the present time the offer has not been accepted.

The house of correction was constructed in accordance with an act of the Legislature of 1876, the measure having been introduced by the late Senator Gilbert A. Davis, provision having been made for the expenditure of \$20,000 for a "work house" and at the same time the county made a similar appropriation for a county jail. The two institutions were run in conjunction for all the years after that until 1919. The state manufactured a finished marble product under the name of the Rutland Marble Manufacturing company. Later the factory was turned into a shirt making establishment and this was run until the two institutions were combined. Since that time the factory has been operated by the Tauber-Lipton company, while this concern was waiting for the construction of their new plant on Cleveland avenue.

Building Completed in 1878.

The house of correction was completed for use in the fall of 1878 and on January 1, 1879, there were 36 prisoners in the institution, changes having been made in the state laws whereby a court could sentence prisoners to this institution rather than the state's prison which was then located at Windsor. By October, 1879, there were 60 inmates in the house of correction and by the beginning of the year 1900 there were 224 prisoners confined in the institution, which had been greatly enlarged from time to time.

Although the house of correction was never a self-supporting institution there was a time when the per diem cost to the state was exceedingly small. Among the Rutland men who served on the boards for many years were the late John W. Cramton, and E. C. Tuttle of Rutland who was chairman of the board of directors of the state prison and house of correction for six years and eight years a member of the board. A number of years ago Mr. Tuttle wrote an exhaustive history of the institution.

Pump Logs, Century-Old, Are Relics Of Rutland Village

Two pump logs, relics of early Rutland, were uncovered recently by men excavating for an addition to the Novak building at South Main and West streets. These logs, each bored longitudinally with a hole two inches in diameter, formed part of the first water system of the village of Rutland, a half century, perhaps, before the city received its charter.

Although known to Rutland residents of 75 to 100 years ago as "pump logs," the hollowed wooden devices were really conduits, used in place of the metal or cement pipes common today. They were laid horizontally, each having a beveled end which fitted into the opening of another log, thus forming a conduit which probably covered a considerable area.

The two logs were found between six and seven feet below the surface of the ground. Some filling had been placed above them but they lay in what workmen styled "virgin soil."

Sections of hemlock tree trunks, about eight inches in diameter, were used to form the crude piping. The holes either were bored with an auger or burned with red hot iron, opinions of today differing as to the method that probably was used. The holes were not bored through the center of the two sections of logs found, being about half-way between the heartwood and the edge.

The bark on the ancient logs had rotted away except for a few shreds but the logs were perfectly sound in spite of their long burial.

The late Gershom Cheney, who was closely identified with the development of early Rutland, is said to have laid the first water system of which the recently-unearthed logs were a part. Old residents believe that the system may date back as far as 90 years.

It is probable, historians state, that the water used at first came from some spring, of which there were many on the eastern edge of the village. One of the earliest reservoirs built in connection with the water system was a small one located on Tenney brook a short distance west of East mountain. A portion of the dam is still standing. This is known to some persons as the Gleason reservoir.

Another early reservoir was situated on the north side of Woodstock avenue, near what is now Deer street. Still another water supply source a generation or more was the Duffy reservoir, located on the upper reaches of Moon brook.

Gershom Cheney died in 1885 at

the age of 85 years so that it is probable that the wooden water main was laid long before the middle of the last century, when the business life of Rutland centered around Main street and the Franklin house, stopping place for stages, stood not far from the site of the present Novak block.

Sherwin L. Williams

Sherwin L. Williams, 95, of Rutland Town, died October 23, 2008, at the Rutland Regional Medical Center.

He was born in Rutland, Vermont on July 5, 1913, the son of Alden and Pauline (Lester) Williams. When his father died in 1915, he moved to his ancestral home, The Lester Farm, in Rutland Town, where he spent the remainder of his life. After graduation from Rutland High School in 1931, he attended Stockbridge School of Agriculture at the University of Massachusetts from which he was graduated in 1934. He then returned home to work on the farm and on June 17, 1937 married Ellrena Ritchie, his childhood sweetheart. Upon the death of his uncle Milo Lester, he inherited the farm, changed its name to Williams Farmstead, and operated it as a dairy farm until 1965. At that time he sold his milking cows and developed a market garden which is still in operation today.

Mr. Williams was an active member of the Rutland Town Community, serving as selectman, moderator, and justice of the peace. He was also a member of the town's planning commission and cemetery commission. During his term on the cemetery commission, he was instrumental in the revitalization of the Cheney Hill Cemetery.

As a child, Mr. Williams attended Sunday School at the Mill Village Chapel and was devoted to that building and its organizations throughout his life. He was a member of the King's Daughters and Sons and the Chapel Association, which he served as president for many years. When construction on U.S. Route 7 threatened the chapel's existence, he spent much time coordinating efforts to move the chapel to its present location. He was also a 70-year member of Grace Congregational United Church of Christ in Rutland City.

Mr. Williams was the founder and longtime leader of the Green Mountain Boys 4-H Club of Rutland Town and also participated in Rutland County 4-H activities. When his children were growing up, he was an active PTA member at both the Cheney Hill and Center Rutland Schools. He was a member of the Vermont State Fair Association, served on its Board of Trustees, and created the Vegetable Department.

His interests and hobbies were numerous. He was a skilled butcher and maple syrup producer; enjoyed fishing, trapping and woodworking; was an avid reader; and faithfully kept a diary. Above all, he enjoyed working on the farm which he continued to do until a few months before his death.

He is survived by a son, Larry Williams of Rutland Town and his wife Rachel; a son, Gareth Williams of Surry, New Hampshire and his partner Earl Anderson; a grandson, Paul Williams of Rutland Town and his wife Julie; and two great-granddaughters, Lillian and Olivia Williams. He was predeceased by his wife, Ellrena in 1992 and an infant daughter, Joann in 1938.

The celebration of life service will be held Sunday, November 2, 2008, at 1 p.m. in the Mill Village Chapel. There will be no calling hours. Private burial will be in Cheney Hill Cemetery.

Memorial contributions may be made to the Mill Village Chapel Association, in care of Mr. William Thomas, 178 Oak Ridge Drive, Rutland, VT 05701; or to the Rutland Area Visiting Nurses Association and Hospice, PO Box 787, Rutland, VT 05702-0787.

Tossing Funeral Home is in charge of arrangements.

View the guest book at rutlandherald.com/obits. ♦

Rutland Herald 11-3-08

Sherwin L. Williams Rites

RUTLAND TOWN — The memorial service for Sherwin L. Williams, 95, who died Oct. 23, 2008, was held Sunday, Nov. 2, at the Mill Village Chapel.

Gareth Williams, a son, and Charles Fish, a nephew, gave the eulogy.

Violinist was John Fish, a nephew.

Burial was in Cheney Hill Cemetery.

Arrangements were under the direction of the Tossing Funeral Home.

Rutland Daily Herald
January 22, 1920

GIRL SCOUTS FOR PATROLS.

Officers Are Elected at Meeting Held
at the Community House.

The newly organized Girl Scouts of the Congregational church held a meeting yesterday afternoon at the community house at which officers were elected. About 12 girls were present and two patrols were formed. Mrs. Ned Curtis is captain and Mrs. Lawrence Jones assistant captain. The patrol leaders are Ruth Harwood and Aileen Squires, the secretaries, Harriet Bean and Ruth Allen, and the treasurer Doris Eitapence. After the business meeting, Mr. Hunt demonstrated to them the different kinds of knots used and gave them a lesson in tying them.

Rutland Daily Herald
January 27, 1920

GIRL SCOUTS MEET.

Rutland Troop Enrolled and Begins
Active Training.

The local troop of girl scouts which was recently organized in Rutland became a unit just in time to take part in the national girl scout week which is being observed this week. The local troop, which has Mrs. Ned Curtis as captain, is already enrolled at national headquarters of the Girl Scouts in New York city.

The meet every Wednesday afternoon at 4 o'clock at Community House and are now working to pass the "tenderfoot test," which is to be given February 25. Those who are assisting Mrs. Curtis are Mrs. Harry Burton, Mrs. Lawrence Jones and Mrs. M. P. Alexander.

The Scout committee is made up of Mrs. George A. Buttrick, Mrs. J. C. Dunn, Mrs. A. G. Dodge, Mrs. Henry Parker, Mrs. Willis Ross and Miss Minnie Gorton. Although there are at present only 16 members in the local troop, the members are very enthusiastic about their work and great benefit is expected from it.

Rutland Daily Herald
January 30, 1920

GIRL SCOUTS ORGANIZE

Two Patrols Are Now Ready for
Regular Activities.

At a meeting of the Girl Scouts, held on Wednesday at Community House, the following officers were elected: Patrol leaders, Misses Ruth Harwood and Arleen Squires; treasurers, Misses Alice Gates and Doris Eitapence.

There will be two patrols, the names being, "Enip" and "Enoc" and the scout leaders who have been chosen are Mrs. Edward Curtis, Mrs. Lawrence Jones and Mrs. Harrie E. Burton.

The emblem of the organization is the Pine Cone and the meetings will be held every Wednesday at Community House.

Rutland Daily Herald
August 23, 1920

New Drug Partners Buy Farmer Pharmacy

Fred Beauchamp and William
O'Rourke Buy Store From
Frank H. Howard

The F. E. D. Farmer and company drug store, located at West street and Merchants row, was sold Saturday morning by Frank H. Howard, partner in the company, to Fred Beauchamp and William A. O'Rourke of this city, two local drug clerks. Mr. Beauchamp has been connected with the Farmer store for about 13 years, acting as manager since the death of Mr. Farmer, four years ago.

The store is one of the oldest locations in the city in that particular line of business, having been a drug store for the past 50 years or more. The prescription books date back to 1878. The store was founded by Dr. Lewis and later was purchased by Charles W. Ward who conducted the store for many years. The ownership after his death passed to Farmer and company. After the death of Mr. Farmer, Mr. Beauchamp managed the business until last week when Mrs. Farmer's interest was purchased by Mr. Howard who later sold to the two young men.

Mr. O'Rourke, who is a native of West Rutland, has been connected as clerk in the L. A. Miner store for 10 years, five of which he was at the head of the prescription department. He served the country in a medical unit during the world war.

Both Mr. Beauchamp and Mr. O'Rourke graduated from the Massachusetts State College of Pharmacy. The firm name will be Beauchamp and O'Rourke. The former policy of the store, that of an up-to-date prescription drug store, will be continued with a complete line in all standards set by the better class of drug stores, the new owners announce.

Rutland Daily Herald
June 28, 1920

Marble Savings Bank Buys Verder Block

Institution Plans to Erect
Modern Building Within
Few Years.

The Marble Savings bank of this city has purchased the Verder block, situated at the corner of West and Grove streets, of Mrs. George H. Verder of Mettaponsett, Mass., and plans to erect a new banking building within a few years. Charles M. Smith, president of the board of trustees, has given the following statement to the Herald.

"The Verder interests have owned this property for many years and never have put it on the market until now. As all of the family are living elsewhere, they decided to sell. The Marble Savings bank is rapidly getting to the point where it must have larger quarters and the trustees, after going over the situation with great care decided this is the most available location for an adequate permanent home for the bank.

"It is their intention, in due course, to perfect plans and erect on this site a building which will accommodate the bank's patrons in the best possible way and be a pleasure and pride to them, and an asset to the city. In the meantime the property will bring a satisfactory return on the investment."

The present tenants of the building are the August Olson news store, the Riggs electric shoe shop, the Hale Phonograph company, Murray printing shop, Levine's tailor shop, M. Dolopt, jeweler, and Bruzza's fruit market. The present building is constructed of wood and has been standing for about 50 years.

Says Tunnel Would Ease Traffic Jams

Public Works Commissioner Crowley Favors Construction of \$60,000 Underpass at Cleveland Avenue, and Cites Advantages.

Several of Rutland's most knotty traffic problems could be solved at the same time by construction of a \$60,000 underpass linking the south end of Cleveland avenue with West street, Public Works Commissioner Edward J. Crowley declared yesterday.

The proposal, which calls for a \$60,000 bond issue to finance the job, has been placed in the warning list and will be voted on at next Tuesday's city election.

There are a number of locations in the city where an underpass would serve good purpose, Crowley admitted, but he said he thinks that this particular spot is the most vital of all.

The underpass would cut under the Delaware & Hudson and the Rutland railroad tracks to link the south end of Cleveland avenue, a dead end, with West street, meeting the latter thoroughfare at the eastern approach to the West street bridge.

A 25-foot wide roadway and a six-foot sidewalk would run through the underpass. The reinforced concrete structure itself would be about 35 feet long, not including the approaches, with an overhead clearance of 14½ feet.

Primary function of the underpass would be the elimination of a bottleneck for north-south traffic that now plagues the city, Crowley said.

With narrow Lalor avenue due to be abandoned shortly, there will be no route south from State street to West street between Pine street and Columbian avenue.

The new project, Crowley said, would fill in this gap and would eliminate much of the traffic at the two grade crossings which cars must pass over on the Columbian avenue route. It would ease the daily traffic jams at the intersections of Pine and West streets, Pine and State streets and Grove and State streets—traffic jams which result when people who live in the southern section of the city go to work in the north section, and vice-versa, according to the commissioner.

The western half of Rutland now has no direct north-south traffic artery—which the underpass would provide. Southbound traffic emerging from the tunnel could swing right over the West street bridge to reach the southwest section or turn left for the downtown area. Northbound traffic would avoid the circuitous routes now necessary by means of the direct connection between the city's two principal east-west routes—West street and State street.

While the southern approaches of the underpass would be located right at West street, east of the bridge, the northern approaches would begin on Cleveland avenue about 450 feet south of State street, Crowley said.

The crossing will be a help for pedestrians in the area, many of whom now hike across the railroad tracks to follow the most direct route to and from work or school, Crowley said.

Police Chief Backs Tunnel

Carbine Says Construction of Proposed Underpass Would Ease Traffic Problem.

Traffic congestion at Pine and State streets, Pine and West streets and Grove and State streets, increasing daily as Rutland manufacturing plants add numbers to their payrolls, can be eliminated by construction of the proposed Cleveland avenue underpass, Police Chief J. Frederick Carbine declared last night.

In addition to clearing up these particularly knotty traffic problems, construction of an underpass would eliminate hazardous crossing of railroad tracks and heavily traveled highways where there is no police protection at the present time, he added.

The police chief referred to children going to and from St. Peter's school, who now climb the railroad embankment onto the tracks as he commented on the proposed underpass.

Chief Carbine said he definitely was in favor of the question on the ballot for next Tuesday's election which asks residents of Rutland to approve construction of the overpass and also approve a \$60,000 bond issue for the work.

Employment of additional help at some of the manufacturing plants in that particular area and increased riding to work by individuals in their own automobiles has created a serious traffic problem, the chief said, which the underpass would eliminate.

Should the underpass be approved and construction completed, a traffic light would probably be installed at Cleveland avenue and State street, the chief said.

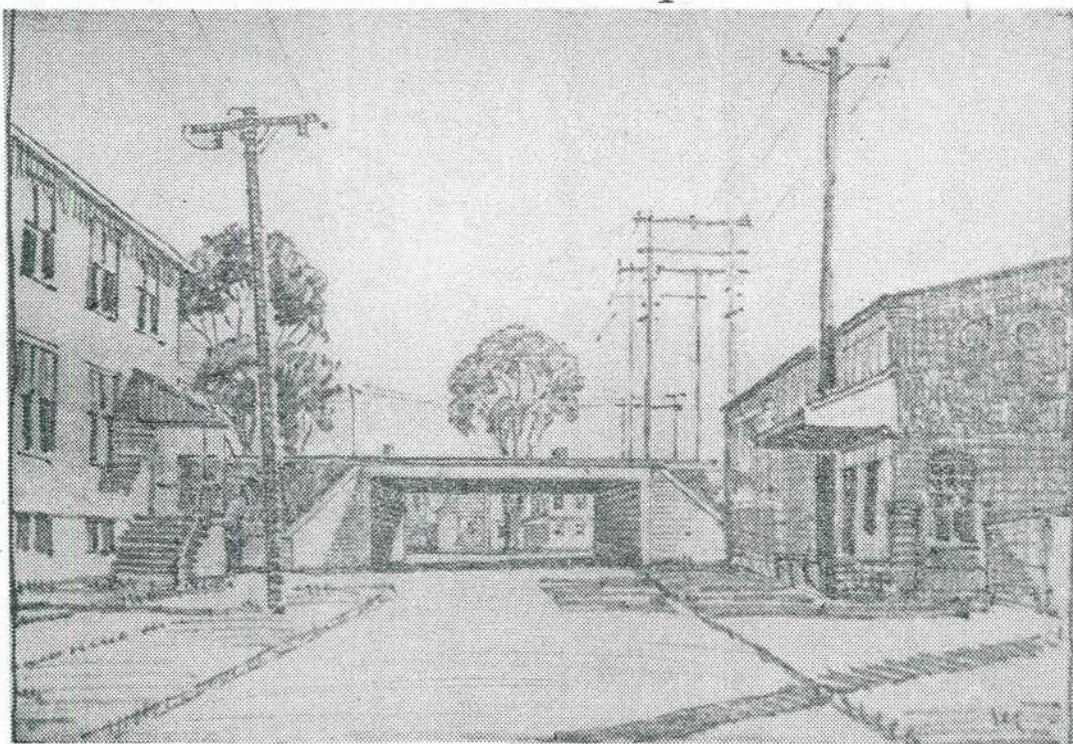
This, he added, would help cut down the possibility of accidents at that intersection.

Rutland Daily Herald
March 7, 1951

The proposed \$60,000 underpass for Cleveland avenue was defeated, 2431, to 1848.

Rutland Daily Herald
March 3, 1951

Artist's Sketch of Proposed Tunnel



The proposed new traffic underpass which would extend Cleveland avenue under the Rutland railroad tracks to join with West street is shown here in an artist's sketch, looking south. A bond issue of \$60,000 to finance the project has been included in the warning list for next Tuesday's city election.

Rutland Daily Herald
December 15, 1950

Contractors Fail to Bid On St. Peter's Job

Contractors apparently aren't too anxious — and who can blame them — to undertake the ticklish job of dismantling and replacing Rutland's "leaning tower" — the wooden steeple of St. Peter's church bent by the powerful winds of the November 25 hurricane.

The architectural firm of Webber & Erickson, which had planned to open bids for the repair work yesterday, reported that no bids have been received.

The architects said they felt some contractors might be unwilling to assume the insurance burden that would go with the job. There is a possibility that all or part of the weakened steeple might fall during the work, damaging other parts of the building, and the contractor, responsible for such damage, would have to have insurance coverage.

Architect Payson R. Webber said he planned to contact local construction firms to determine why no bids had been received, and possibly set another deadline for bidding.

The plans call for complete replacement of the 130-foot steeple. The spire was bent noticeably at the top by the wind, but damage is greater than as apparent from the outside — even the lower timbers have been sprung, Webber said. In addition, the wrenching of the timbers loosened a quantity of masonry in the lower, stone portion of the steeple, necessitating repair work here.

Rutland Daily Herald
January 19, 1951

Work on St. Peter's Spire Progressing

The towering spire of St. Peter's church, severely damaged during the heavy windstorm which swept the city on November 25, is more than halfway down, and weather permitting it is expected to be completely razed by March 1, the architectural firm of Webber & Erickson announced yesterday.

According to plans the tower, which was bent and twisted by the high velocity of the wind during the storm, will be taken down to the mason work. A temporary roof will then be erected pending completion of designs for a new spire.

The work is being done by the Treadennick company of Boston.



St. Peter's spire twisted by hurricane wind.

Rutland Daily Herald
September 25, 1920

ALTORF BLOCK SOLD TO SALVATION ARMY

Local Organization Buys
\$8700 Property for a
New Home.

Rutland's much talked of home for the Salvation Army is now a matter of fact for yesterday negotiations were completed for the transfer of the brick building at No. 22 Grove street, known as the Altorf building. Possession will be given at once and as soon as necessary changes can be made the first floor will be used a meeting hall and the second story will be maintained as apartments for the Salvation Army leaders in the city, at present consisting of Capt. Tripp and family.

The deal was completed yesterday after considerable dickering between the real estate agents of the city and several prospective owners of salable property the final arrangements being completed through the real estate office of Clark and Adams. The price paid was \$8700. The deed will read from Miss Bernice Underhill, former owner, to the Salvation Army of New York, an Empire state corporation.

Major Thomas Hughes of Boston who has been in this city for the last few days completing arrangements for the purchase of the home has been in advisement with Capt. Tripp, head of the local organization.

At the present time Rutland people have subscribed about \$3,200 towards the purchase of a Salvation army home. The remainder of the money is being furnished by the Salvation Army of New York. Charles H. West and Oliver D. Ward of this city are trustees of the local Salvation Army fund.

The army has had a local branch in this city for 32 years. It is expected that there will be numerous changes in the building. There will be several partitions to be moved and the question of the rental of the lower part of the building, occupied by the Bingham Plumbing establishment will be decided at a later date.

Rutland Daily Herald
September 28, 1920

Confer on Plans For Salvation Army Home

Ensign Asher and Architect
From Boston Call on
Capt. Tripp.

Ensign James Asher of Boston, who is in charge of the accounting department of the Salvation Army, left Rutland yesterday for Montpelier after being in conference here over Sunday with Capt. E. J. Tripp, head of the local corps, and an architect from Boston, when plans were gone over for the new Salvation Army home on Grove street. The home is to be established in the Altorf building, which was purchased last week. While the plans are not complete, it is understood that the architect submitted an outline for a meeting hall, modernly equipped. Capt. and Mrs. Tripp plan to reside in the upper part of the home, and to equip two or three sleeping rooms. It is possible that the basement will be occupied by a store.

Ensign Asher will confer with the Montpelier corps, where another home is to be erected, after which he will return to Boston, and his report will be made here within a few days. He was in charge of the services at the salvation meeting held by the local army in the Center street hall Sunday evening.

The annual fall festival of the local corps will be held at the Salvation Army hall on Saturday, Sunday and Monday. The army will be busy for the next few days collecting produce, which will be on exhibition Saturday and Sunday and which will be auctioned off on Monday. Albert Decker was on a trip yesterday to Castleton, Poultney and Fair Haven collecting pumpkins, corn, apples, potatoes, turnips and other produce. Capt. Tripp will gladly call for any garden products that local people wish to contribute for the festival.

Rutland Daily Herald
September 9, 1920

Brousseau Drug Store Bought by Shangraws

Store is to Be Operated by
Them Under Name of the
Shangraw Pharmacy.

Announcement was made yesterday that Mrs. Grace Brousseau of Pine street, administrator of the estate of her husband, the late George Brousseau, who operated Brousseau drug store located in the Eagles block at the corner of Center and Wales street, had sold the stock and fixtures in the business to William B. Shangraw, a local pharmacist, and his cousin, Walter F. Shangraw of West Rutland. The new owners are cousins and will operate the store under the name of the Shangraw Pharmacy.

The new owners plan to carry a full line of candy and druggist's sundries in connection with the prescription department which will be in charge of William B. Shangraw, who is a graduate of the West Rutland high school, who attended the Massachusetts College of Pharmacy, and who became a registered druggist in this state about six years ago. He is a veteran of the World war, having served two years in the navy. Since he returned to Rutland he has been employed as a prescription clerk at the Abraham drug store on Merchants row.

His partner graduated from the West Rutland high school a year ago, and has spent a year at the Albany, N. Y. School of Pharmacy, and has also been employed in Albany by the Bradt Drug company. He plans to return to Albany this fall to complete his course in pharmacy, and return to Rutland next summer to become associated with his partner in the active operation of the business.

AUTO SHOW WILL BE A FEATURE AT FAIR

Special Tent is Being Made
to House Many Motor
Exhibits.

While the management of the Rutland fair has been planning on a big permanent building suitable for an automobile show the building expense has been too great to warrant its erection, but to take care of the necessary demand for exhibition space for motor cars the officials are having made a large tent which will accommodate 50 to 75 cars. This tent is being made by Metzger Brothers and it is to be 80 by 150 feet. It is the intention of the management to erect this tent on the bank opposite the machinery exhibit and to reinforce the guys with a frame work, making it impossible for any wind to blow it down. It is planned to show the cars in four rows, leaving plenty of room for aisles.

Outside Dealers Ask Space.

Practically all the dealers in the city and some from outside agencies have indicated their desire for space. Several accessory houses have asked for space in the exhibition building and they will be accommodated in this tent or in an annex should the automobiles take up all the space. Sections have been plotted off in the building, each section being 20 by 10 feet and space will be allotted to the exhibitors in the order of their application. It is probable this tent will be lighted so the cars may be exhibited in the evening.

Most of the exhibitors who have promised to take space say they will show all the latest models in touring cars, trucks and tractors and that this show will be the biggest showing in motor vehicles ever held in Vermont.

Arrange for Demonstrators.

Several exhibitors have already ordered advertising matter and souvenirs to be given away and have made arrangements for extra salesmen and demonstrators.

It is said now that various cars have become standardized to such an extent that automobile shows may be held at any season of the year and that the necessity of going to the big winter shows to get an idea of next season's models has gone by.

For several years prospective buyers and all dealers went either to New York or Boston to the big shows. While these shows undoubtedly will be continued, would-be purchasers will get their idea from shows nearer home in the future.

CITY OF RUTLAND STREETS

ALOEDIA STREET - - now Hillcrest Road
 BATES STREET - - now Curtis Avenue
 BLANCHARD AVENUE - - now School Street
 BONVUE AVENUE - - now Grandview Terrace
 BROADWAY - - now Strong's Avenue
 CAIN STREET - - now Crescent Street [Grove to Baxter]
 CANTERBURY COURT - - now Newport Drive
 CAUSEWAY STREET - - now East Street
 CHERRY STREET - - [shown on some old maps as Brown Street]
 CHENEY STREET - - now Crescent Street [Church Street to North Main St]
 CLARK STREET - - now Hopkins Street [between Strong's Ave. and Railroad]
 CREEK ROAD - - now Donn Drive
 CROSS STREET - - [now a part of Meadow Street]
 DEACON SMITH ROAD - - now Allen Street
 EDSON ALLEY - - now Willow Street
 FAIRVIEW STREET - - now Dana Avenue
 FIELD STREET - - now Coolidge Avenue
 GARDEN STREET - - now Library Avenue & Kendall Avenue [Grove to N. Main]
 GATEWAY ROAD - - now West Street [West to City Line]
 GREEN STREET - - now Killington Avenue
 GREENO ROAD - - now Grove Street
 HARRINGTON AVENUE - - [Deeds about 1880 call it Stratton Road]
 KEENAN ROAD - - now Perkins Road
 KELLEY ROAD - - [Has been Creek Road on Donn Drive - now Ripley Road]
 LAUREL LANE - - now Durham Avenue
 LIBERTY STREET - - [East end of East Center Street]
 LOCUST STREET - - now Shadow Lane
 LONG STREET - - now Spruce Street
 MAIDEN LANE - - now Wood Avenue
 MECHANIC STREET - - now Convent Avenue
 MINERAL STREET - - now Library Avenue [Baxter Street to Pine Street]
 NORTHEAST DRIVE - - [the piece running East/West-now LaMontagne Lane]
 NORTH PERKINS AVENUE - - now North Street [Grove St. to No. Main St.]
 PERKINS AVENUE - - now Crescent Street [Grove St. to No. Main St.]
 PHILLIPS AVENUE - - now Porter Place
 PINE AVENUE - - now Preville Avenue
 RIVER STREET - - [some old maps included Madison Street]
 SCHOOL STREET - - now Wood Avenue [at one time there were two School Sts.]
 SIOUX PLACE - - now Mahoney Avenue
 SPRING STREET - - now State Street
 STATE STREET - - [old street name for Columbian Avenue]
 TATER STREET - - now McKinley Avenue [Rutland Town]
 UNION STREET - - [once included Freight St. from Union St. to Evelyn St.]
 VERMONT STREET - - now Kendall Avenue
 VICTOR PLACE - - [portion south of Brook-renamed Nicole Place]
 WILLARD STREET - - now Water Street

VENI - - - - - VIDI - - - - - ERNI
I came I saw I bought

C.F. Richardson to erect hotel building at Center Street and Wales Street corner. (Rutland County Independent-July 4, 1866)
C.F. Richardson purchased northwest corner lot - Center and Wales for \$4,500 from F. Mowrey. (May 11, 1867)
Work on new hotel in progress. (February 22, 1868)

The old Episcopal Church on Main Street sold to J.D. GREEN for \$1125.00. (May 4, 1867)

Bate's House lets it's light shine from a lamppost recently erected.

The old Baptist Church, a landmark of Rutland, having been sold to Ex-Governor Page, is fast being demolished. An incident in the the history of the erection of this building is that the now eloquent and popular preacher, Rev. E.L. Magoon, D.D., of Philadelphia, worked upon it as a bricklayer. (Rutland Daily Herald - April 12, 1872)

THE RUTLAND INDEPENDENT June 26, 1869

THE RUTLAND MARBLE QUARRIES.—During the session of the State Convention at Rutland, Wednesday, His Excellency, Governor John B. Page, extended an invitation to the gentlemen present to go on an excursion to the West Rutland marble quarries, after the adjournment of the Convention. Nearly the whole Convention accepted the invitation, and the Governor, Mr. Charles Sheldon, General William Y. W. Ripley Mr. Baxter, and other Rutland gentlemen and marble princes were assiduous in their kind attentions in pointing out the leading objects of interest. All, who had never before seen the quarries, were taken wholly by surprise at the magnitude of the business, and were filled with a sense of the sublime at the sight of the deep resounding quarries. The Governor then told the party that the territory covering all those quarries was sold, within the memory of men now living, for the consideration of one old mare and colt; and in reply to the inquiry of a gentleman, he said it could not now be purchased for millions. Aside from agriculture, probably the marble business of Rutland is the leading interest of Vermont, and we know of several hundred gentlemen who feel especially grateful to Governor Page for "showing it up."—*Messenger*.

Rutland Daily Herald May 14, 1868

The Chaffee or Strong Store.

BY HENRY HALL, ESQ.

It was built by Moses Strong, 1812-13. Its first occupant was Dr. James Porter, with drugs and goods. In 1817 Dr. Porter moved into his new brick store, north of the Common. Moses Neal occupied the Strong store with goods for two or three years, and failed. James Barrett, having, as a member of the firm of James Barrett, Jr., & Co., sold goods in the three-storied store for three years, did business alone in the Strong store from 1822 to 1837. Both the rooms above and below have been used at different times as law offices, by Judge Strong, Lyman Granger, Rodney C. Royce and others.

The lower rooms were used as a store for the sale of goods, by John Strong, from 1838 to 1843, and by O. L. Robbins from 1844 to 1851, when Frederick Chaffee, having bought the Dr. Ross premises of the heirs of Moses Strong for \$2,000, went into possession, raised and very thoroughly improved the store. The price paid by Dr. James Ross, who bought the premises in 1866, was \$6,500. The store, when burnt, was insured in the Vt. Mutual for \$1,800.

The site of the Chaffee or Strong brick store was occupied previous to 1812 by a story and a half wood building. In 1806 this was occupied by Capt. William Baker as a shoe shop. The Mr. Brown, who was mixed up in the Joe Green murder, kept a book-bindery there several years. About 1807 Dr. James Porter began business there as a druggist and merchant, and there continued until 1812.

OPENING of SOME CITY STREETS

- 1848 - Grove Street
- 1852 - Cottage Street (extended in 1858)
- 1852 - Madison St., Pleasant St. and Prospect St.
- 1853 - Evelyn Street (extended in 1866)
- 1853 - Forest Street
- 1853 - Wales Street - (extended in 1862)
- 1853 - Spring Street - (extended in 1868)
- 1854 - Meadow, River, Franklin, Mechanic, South, School
- 1856 - Court and Center Streets
- 1860 - Nickwackett St.
- 1861 - Strong's Avenue
- 1864 - Maple, Summer, Church and South St. extension
- 1866 - Merchants Row extension
- 1867 - Lincoln Avenue
- 1869 - East, Pearl, Baxter, Garden and North Street
- 1870 - Temple St., (Washington St. (extended))
- 1879 - State Street

175 175

SOME TOWN NAME-CHANGES

| <u>NOW</u> | <u>THEN</u> |
|-------------------|---------------------------|
| BRANDON ----- | NESHOBE |
| CHESTER ----- | HAMPSTEAD |
| CHITTENDEN ----- | PHILADELPHIA & NEW BOSTON |
| CLARENDON ----- | SOCIALBORO & DURHAM |
| KILLINGTON ----- | SHERBURNE |
| LONDONDERRY ----- | KENT |
| MENDON ----- | PARKHURSTOWN & MEDWAY |
| MOUNT HOLLY ----- | JACKSON'S GORE |
| MOUNT TABOR ----- | HARWICK |
| PLYMOUTH ----- | SALTASH |
| VERNON ----- | HINSDALE |
| BELMONT ----- | MECHANICVILLE |

The Rutland Independent
August 6, 1880

**THE VILLAGE OF RUTLAND
IN 1790.**

We give herewith a statement of the number and situation of the houses and buildings in the village of Rutland in February, 1790, eighty years ago. There were then but twenty-two buildings namely:

East Side of the Street—A house occupied by Judge Samuel Williams (one of the original proprietors of the HERALD), situated between the present houses occupied by Col. George A. Merrill and Mrs. Aiken, on a part of the lot now owned by Mrs. Aiken; the latter's shop of James D. Butler, on the same lot now occupied by J. M. Haven; between there and the store now occupied by G. H. & H. W. Cheney were four houses, one occupied as a tavern, a store of John Prentiss, an unoccupied store and the residence of John A. Graham; an unfinished house on the lot where Cheney's store now is, (which was subsequently moved below the house now occupied by Francis Fenn on West street); Nathaniel Chipman occupied a house on the Franklin House lot; a house where J. A. Kilburn now resides; the Whelock house, which was on the lot next south of the old Huntoon tavern; below that was a house occupied by Judge Joseph Bowker, and a house built by Nathen Osgood for a house and store.

West of Main Street—The old red house then occupied by David Tuttle (being just south of Mrs. Strong's residence.) The next building north was the frame of a house situated on the northeast corner of the Park, which was afterwards moved to the north side of West street and occupied by Alanson Dyer for a hotel, and was burned in 1856. West of this, and

South of West Street was a house owned by Nathan Osgood, then a shop and a house occupied by William Storer; where Ira Fisher now lives was a house now occupied by Thomas Hale.

North of West Street—The Jail, built of logs, back of the road and on or near where William Brown had a barn for many years; the Court House (sometimes called the State House,) which is now standing and is in the same situation, being the first building west of the "Free Christain Chapel;" next a house occupied by John Prentiss, and lastly a house on the corner of West and Main streets, and occupied by Capt. Nathaniel Gove for a tavern.—*Herald.*

2 HOUSES, HERE IN 1790, STILL REMAIN

Other Buildings Here on That
Date Have Probably
Been Razed.

Only two of the 22 buildings standing in Rutland in 1790 remain today, it is believed. They are both on West street, the house known as the Brown house at the corner of West and Nichols streets and a small grey house nearly opposite it which is at present occupied by Martin L. Gleason. There may be others of the buildings remaining, or some of them may have been torn down and re-erected on other sites, but records consulted and some of the older residents of the town could locate only the two mentioned.

Fifty years ago The Rutland Herald published the following statement of the houses here in 1790 and their condition and occupants at that time:

"We give herewith a statement of the number and situation of the houses and buildings in the village of Rutland in February, 1790,—eighty years ago. There were then but 22 buildings, namely:

The Judge Williams House.

"East side of Main street—A house occupied by Judge Samuel Williams (one of the original proprietors of The Herald, situated between the present houses occupied by Col. George A. Merrill and Mrs. Aiken, being on a part of the lot now owned by Mrs. Aiken; the hatter's shop of James D. Butler; between the hatter's shop and the lot now occupied by G. H. and H. W. Cheney were four houses, one occupied as a tavern, a store of John Prentiss, an unoccupied store and the residence of John A. Graham; an unfinished house on the lot where Cheney's store now is (which was subsequently moved below the house now occupied by Francis Penn on West street); Nathaniel Chipman occupied a house on the Franklin house lot; a house where J. B. Kilburn now resides; the Wheelock house, which was on the lot south of the old Huntoon tavern; below that was a house occupied by Judge Joseph Bowker, and a house built by Nathan Osgood for a house and store.

The Other Buildings.

"West of Main street—The old red house then occupied by David Tuttle, being just south of Mrs. Strong's residence. The next building north was the frame of a house situated on the northeast corner of the Park, which was afterwards moved to the north side of West street and occupied by Alanson Dyer for a hotel, and was burned in 1856. West of this, and

"South of West street was a house owned by Nathan Osgood, then a shop, and a house occupied by William Storer; where Ira Fisher now lives was a house occupied by Thomas Hale.

"North of West street—The Jail, built of logs, back of the road and on near where William Brown had a barn for many years; the Court House (sometimes called the State House), which is now standing and in the same situation, being the first building west of the 'Free Christian Chapel'; next a house occupied by John Prentiss, and lastly a house on the corner of West and Main streets, and occupied by Capt. Nathaniel Gove for a tavern."

Sites of Many Are Known.

Despite the fact that the original buildings have been torn down or burned the sites of a good many of them are definitely known. The home of Mrs. Aiken referred to is now 1 Aiken place. The hatter's shop, haunted by the murder of a tailor by a hatter with a cooling iron or tailor's "goose," has long since disappeared. The Cheney block stands at the corner of West and Main streets and the unfinished house which stood on the site till moved to West street is the house occupied by M. L. Gleason of West street.

The George T. Chaffee residence stands on the lot where formerly the Franklin house, and before it the residence of Nathaniel Chipman, stood; the Kilburn house where M. C. Weber's home now is. The city clerk's records show that the Huntoon property was in the vicinity of the Brock house and the Holy Innocents' church, so that in all probability the tavern stood near the present location of the Brock house.

Mrs. Strong's residence on the other side of the street stood where E. R. Morse's residence now stands.

Oldest House Unmentioned.

The house which seems in all probability to be the oldest in Rutland is unmentioned on the list, although the barn which stood behind the house is spoken of. That is the Brown house on the corner of West and Nichols streets. The barn mentioned as William Brown's barn stood back of the house, which according to the present owners, James and Miss Amy Brown, was built before the barn. The home has been in the possession of the Brown family ever since its erection, a Captain Jenkins, an uncle of the Browns, owning it for a long time while he farmed a huge tract of land extending nearly to Center Rutland. Another well known resident was Miss Amy Brown, great grandmother to the present Amy Brown, who lived her whole life there and died there. When Nichols street was cut through several years ago 10 feet were sliced off the building to make way for the street.

Old State House Torn Down.

The old state house which stood next was torn down seven years ago when Dr. Bellerose built on the site. The timbers and lumber in the "Free Christian Chapel" which was torn down years ago were used in erecting the house occupied by E. H. Johnson on Elm street. The tavern of Nathaniel Gove stood on the present armory site, but was burned to the ground in 1857.

The Herald clipping reprinted above is from an old scrap book recently purchased by Charles E. Tuttle.

Rutland Daily Herald

May 9, 1931

MASONIC HALL IS HISTORIC

Building One of Oldest Houses in Wallingford; Birthplace of
W. D. Hulett, One of Rutland's Former Well-Known Merchants.

BY MARY GILBERT SMITH.

Wallingford's Masonic hall, with its small-paned windows and paneled doors, is one of the oldest houses in the town. It was built on land that was originally owned by the Miller family and was part of a tract that ran from East Wallingford gulf to the creek.

No record exists of the original builder, who must have kept the house in his family. There is no record of its changing hands until about 1820, when it came into the possession of Judge David Nicholson, who had his law office in the northwest room of the house. From whom he got it, the record fails to state. Years later, the house was bought by the Huletts. Here W. D. Hulett, one of Rutland's best known merchants was born.

The charter of Chipman lodge dates back to 1861; but it is only within the last few years that the lodge has had a home of its own. The property, with alterations and furnishings, cost them \$13,000. More than half of this has already been paid, and part of the remainder has been pledged.

Ancient Fireplace.

The old fireplace stands in the main reception room. There is a colonial cupboard on either side of the chimney. The hearthstone was doing duty as a doorstep when the Masons purchased the property, but they have restored it to its original place. The antique andirons were donated by Mrs. Malina Hodges. There is an antique brass mortar and pestle on the hearthstone an old two-tined fork that was one of the early products of the American Fork and Hoe company and a Prussian sword from a battlefield of the World war.

The doors throughout the house are hand-hewn, with six panels. The windows are the original ones, with a dozen panes in each sash. The wallpaper is reproduced from old landscape patterns, like those that first adorned the walls.

In the women's reception room hang four portraits of grand matrons of the Eastern Star: Elizabeth Merrifield Cole, 1880-81, Phyllis M. Burditt, 1919, Clara E. Brown, 1924 and Jessie J. Miller, 1929.

There is another colonial cupboard in the men's club room, with four panels on its hand-hewn door, and four windows, each with its two dozen little panes.

The old annex was torn down, and replaced with the new dining room, with the lodge room over it. The kitchen is one of the original rooms of the house. Among its furnishings are an old drop-leaf table and two antique wooden chairs.

There are hardwood floors throughout the house, which is now a combination of colonial quaintness and modern comfort.

The boundaries of the property have been agreed upon, and will now stand for all time. All the old deeds to property on Main street were so loosely drawn, that there was no corner from which to begin a survey. Either a few feet of frontage wasn't worth quarreling over in those days or our ancestors really enjoyed lawsuits. But the Masons have taken no chance of having a future "line" dispute.

THE RUTLAND INDEPENDENT - AUGUST 10, 1867

First Agricultural Society In Rutland County

On the first day of January, 1819, the farmers and manufacturers met and formed an association called "The Rutland County Agricultural and Manufacturing Society." The terms of membership were one dollar, and an annual payment of fifty cents. The Annual Meeting was held on the first Tuesday in February. The first officers were:::

Hon. Chauncey Langdon, Castleton, President

Hon. Amos Thompson, Poultney, Vice President

Gen. Caleb Hendee, Pittsford, Vice President

Maj. Tilley Gilbert, Fair Haven, Treasurer

Maj. George T. Hodges, Rutland, Secretary

Rutland Daily Herald
June 8, 1920

Break Ground for New State Armory Today

Contract for Building to Cost
\$125,000 Let to Boston
Firm.

The first work on the new armory that is to be erected by the state of Vermont on the land on West street recently purchased by the city from John B. Stearns, will be commenced today, when a gang of workmen, will begin excavating the ground with scrapers for the laying of the stone foundation.

W. A. Wentworth of W. A. Wentworth & Co., contractors of Boston, who have been awarded the contract for the erection of the armory, was in Rutland yesterday completing the final arrangements for the erection of the building. J. A. Stackpole of Somerville, Mass., arrived in Rutland yesterday and will have entire charge of the construction.

The plans of the armory call for a building that will be one of the historical buildings of the state, both in equipment and architecture, and will cost in the vicinity of \$125,000. Mr. Stackpole when asked yesterday about the time of completion, said that if weather and labor conditions are favorable throughout the coming months, the building should be completed in five or six months.

The large house located on the premises has been sold to William Archer and yesterday he had almost completed tearing it down, and this work should be finished early this week.

The new armory is to be made of a stone and cement foundation and will be three stories in height, the upper stories to be of brick and terra-cotta.

Rutland Daily Herald
June 10, 1920

Armory and Memorial Building Under Way

Machinery Arrives and Work
of Excavation for Walls
Is Started.

Ground has been broken by the Wentworth construction company of Boston for the erection of the state armory and Memorial building on the Stearns property on West street. This property was purchased by the city and turned over to the state under whose direction the armory is to be erected.

Although yesterday was the first day that the construction company did any work, two scrapers and a plow each drawn by two horses were busy excavating the land in preparation of the cement and stone foundation. J. A. Stackpole of Somerville, Mass., has arrived on the scene and will be in full charge of the work. A carload of the terra-cotta that was procured at Revere, Mass., has arrived and teams were unloading it on the premises yesterday afternoon.

It is expected that W. L. Archer who purchased the building will have it completely torn down by the end of this week. The lumber and other part of the upper stories of the house are being sold to individuals, but the marble and rock foundation will be utilized in the foundation of the new building.

Rutland Daily Herald
July 6, 1920

Terra-Cotta Arrives For the New Armory

Work is progressing rapidly on the new armory building on the Stearns property on West street. The work of excavating is going on at a fast rate, and the large house that stood on the premises has been completely torn down and the lumber removed. The stone foundation of the house will be used in laying the foundation for the new building. The work is being done by the Wentworth Construction company of Boston and they have an office on the ground and also have a draftsman here, who is in charge of the work.

Several carloads of terra cotta have arrived to be used in the construction of the building, which when completed will be of the most modern type and also fireproof.

Rutland Daily Herald
July 13, 1920

City and State Sign the Armory Contract

Rutland to Have Free Use of
Building for Municipal
Meetings.

The contract between the City of Rutland and the State of Vermont for the erection of the armory and convention hall to serve as a memorial for Rutland World war veterans, has been drawn up and executed. The signers were Mayor James C. Dunn, for the city, and for the state, Gov. Percival W. Clement, Adj. Gen. H. T. Johnson of Montpelier and Maj. Guy G. Cowen of this city.

Rutland Daily Herald
July 22, 1920

Armory Foundation Nearly Completed

Building Will Be Finished by
February, According to
Present Outlook.

A large gang of men are at work on the foundation of the new armory on West street which was started several weeks ago, and if the weather remains favorable it is expected that this part of the work will be completed by the end of the week.

The material to be used for the erection of the new building is coming in fast, three carloads of lumber having arrived in this city Tuesday.

It is expected that work will be started the first of next week on the terra cotta and brick up to the first floor, when carpenters can then begin their work.

There will be a meeting tonight at the Berwick Hotel of Adjutant General H. T. Johnson, Architects Chapman & Frasier of Boston and members of the firm of W. A. Wentworth & Co., who are in charge of the work.

It was stated yesterday by those in charge that the armory will probably be completed by next February if everything goes along as smoothly as it has on the work of the foundation.

The armory is being erected on the Stearns property on West street, which the city purchased for the sum of \$14,000, and the city gives the state the sum of \$100,000 towards the erection of the building, in accordance with the wish of the majority of the voters at the last March election.

According to the terms of the contract the city shall have free use of the building for public meetings in the exercise of governmental functions, when such meetings do not conflict with the use of the armory for military purposes. The building may be used for other proper purposes upon such terms and under such regulations as may be prescribed by the armory commissioners.

Rutland Daily Herald
August 19, 1920

Rush Building of New State Armory

Work on the new armory that is being erected on the Stearns property on West street, is progressing with much rapidity, the foundation of the building being nearly completed. J. A. Stackpole, superintendent for the Wentworth Construction company, who have the contract, announces that labor is scarce in Rutland, especially skilled mechanics.

The company has had to bring several masons to Rutland from Boston and pay them at the rate of \$1 per hour, eight hours constituting a day's work. Many of the Rutland people employed at the plant are young men who attend college in the fall, who find this work profitable in aiding them to secure an education.

The work on the building was commenced June 3, and considering the shortage of materials and labor and the heavy rains, a fine showing has been made. The front part of the armory calls for a two-story building to be constructed above the foundation of brick with stone trimmings. It is probable that this part will be sub-divided into offices for the officials and officers of the companies.

The drill room will occupy one floor and will be very high, going to the rafters. This part of the building will be 80 feet by 120 feet, giving a floor space of nearly 10,000 square feet. It will be one of the largest places of assembly in the state. It is probable that the brick work on the upper stories will be well under way in the near future as many thousands of brick have already arrived at the site.

Rutland Daily Herald
December 13, 1920

FINISH NEW STATE ARMORY BY MARCH

Builders Speed Up Work on
Memorial Structure on
West Street.

Work on Rutland's Memorial armory under construction on the Stearns property on West street is progressing more rapidly than on any building erected in Rutland in some time. The large structure, which is being built by the Wentworth Construction company of Boston, was commenced last June.

It will undoubtedly be ready for occupancy in March. Superintendent J. A. Stackpole of Somerville, Mass., is in charge of the work.

The walls and all of the brick work have been completed and plasterers are at present busy on the inside of the building. The main drill hall should prove a valuable asset to Rutland, having a floor space of nearly 10,000 square feet. This will be used primarily for drilling by company A.

For Public Functions.

It is understood, however, that it will be available for large meetings, dances and possibly basketball games. At the south end of the hall, a balcony is being erected, and the north end is a small, but compact stage, capable of staging vaudeville acts or a small show.

At the entrance of the building are two large rooms, one on each side. One will be for the officers of company A. It is probable that the other will be the headquarters of Rutland post, No. 31, American Legion.

The cellar or basement promises to be one of the features of the building. On one side are the shower baths and locker rooms while the other will house the plumbing and heating apparatus. The building is being constructed of brick, terra cotta with marble trimmings, and unquestionably

will be one of the cities most picturesque buildings.

Interests Basketball Teams.

Another outstanding feature will be the drill yard in the rear of the building where the drilling will take place in the warm weather. This plot of ground covers several thousand square feet.

Although the building has not been completed the word that Rutland is to have a new armory has filtered through to all parts of New England. Several inquiries have been received here from managers of some of the best basketball teams in the country asking about arrangements to lease the building.

Rutland Daily Herald
January 21, 1921

NEW ARMORY MAY BE READY APRIL 1

Work Moves Along Rapidly
on Big Structure on
West St. Near Park.

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Work on the new armory that is being erected by the state on the Stearns property on West street is going along at a rapid rate of speed. It will not be surprising if it is ready for occupancy in the early part of April. The Wentworth construction company of Boston has the contract and the work is under the supervision of J. A. Stackpole of Boston.

Work was commenced on the building last June and it is doubtful if a building was ever erected in the city as fast as this one.

The walls of the building are of brick and terra cotta with a cement foundation. The work of plastering the main hall, which is 80 feet wide and 120 feet long, has been nearly finished, and yesterday carpenters were busy laying the baseboards. This hall has a floor space of nearly 10,000 square feet.

Equipped With Stage.

At the north end of the hall, a neat little stage has been built on which moving pictures, vaudeville or a small show can be staged. At the south end, a balcony has been erected capable of seating about 100 people. It will be possible to accommodate almost any convention that wants to come to the city, because of the large seating capacity afforded.

In the front part of the building, two large rooms are being furnished, one of which will be for the officers of company A, V. N. G., who will have supervision of the building. It is understood that the room on the opposite side of the building will be the headquarters of the Rutland post, No. 31, American Legion.

Basement Complete.

The basement or cellar is a revelation for neatness and accommodations. The locker rooms will be found here on the east side, while the shower baths and lavatories will be in the front part of the basement. Another feature of this part will be the rifle range on the west side which will afford local shooting organizations excellent facilities for shooting contests.

The members of company A also have another feature. When it comes hot weather, they will not have to drill inside because of the large drill yard in the rear of the building. This will be enclosed by walls and leveled off to make it an ideal spot for outdoor drills.

Will Be Busy Spot.

The exact date when the building will be completed is not known, but it is understood that the building will have its official opening with a grand ball under the auspices of company A. The state convention of the American Legion will also meet at the building next August.

If the building is finished before the warm weather comes, it is hoped to be able to stage one or two basketball games there with some of New England's leading teams.

Rutland Daily Herald
February 11, 1921

Three Majors Give Armory Once-Over

It is expected that the new state armory on West street will be completed early in April. The first event, according to Captain Leonard F. Wing of Company A, will be a grand military ball. Present plans fix April 15 as the date of the opening function.

Majors George C. Donoldson, of Camp Devens, Mass., L. D. Taylor of Brattleboro and J. W. Tinker of St. Johnsbury were in Rutland this week and inspected Company A, of the V. N. G., 62 members being present. They were given a thorough inspection. At the close the company was complimented by the officers on its excellent condition.

The books, records and army equipment were also inspected. The officers were also taken by Captain Wing to the new armory where they were shown over the building now under construction.

Rutland Daily Herald
March 22, 1921

Rutland Armory Is Accepted by State

Formal Opening on April 17
With Military Ball by
Company A.

Company A of the Vermont National Guard will be entirely moved into the new armory on West street by the latter part of this week, according to the announcement of Capt. Leonard F. Wing yesterday afternoon. The armory was officially turned over to Capt. Wing yesterday by Adj. Gen. H. T. Johnson.

In company with Capt. Wing, A. F. Wentworth of the Wentworth Construction company, contractors, Engineer J. A. Stackpole and Architect A. B. Fraser of Boston, he gave the building a final inspection. Adj. Gen. Johnson accepted the building on behalf of the state.

The armory is one of the finest in the state and is a fitting memorial to the World War veterans. Capt. Wing said the cost of the building including the site, was about \$160,000.

Ground was broken last June. Last Saturday evening Superintendent Stackpole, under whose direction it was erected, announced that his concern had completed its work and was ready to deliver the building to the state.

There is still some grading and the laying out of the front lawns but this work will be done by some of the members of company A.

Capt. Wing said his company would commence moving from the Baxter hall where they have been quartered for many years to the new home on Wednesday. He said further that the official opening of the building would be on the evening of April 17, when a grand military ball under the auspices of company A will be held. Prominent military officers from all parts of New England will be invited guests at the function.

The armory gives Rutland one of the finest convention halls in the state. Already Capt. Wing has received several inquiries from persons out of the state relative to the conditions on which the hall can be leased.

Rutland Daily Herald ¹⁷⁶
March 26, 1921

TO DRILL IN NEW ARMORY TUESDAY

Company A Has Moved in
and Other Organizations
Will Follow Soon.

Company A of the Vermont National Guard has moved into its new quarters at the new armory on West street. Capt. Leonard F. Wing announced that everything will be in readiness for the weekly drill which comes Tuesday evening.

The large auditorium has a floor space of about 10,000 square feet which will enable the soldiers to practice many maneuvers that were not possible in the Baxter hall. Another outstanding feature is the large drill yard in the rear of the armory where it will be possible for the company to drill in the extreme hot weather.

Company A has been quartered in Baxter hall for many years, during which time a large amount of furniture and army equipment has accumulated. This has been transferred to the new home. Part of the armory will also be utilized by the sanitary corps of the First Vermont regiment which is under command of Maj. Thomas J. Hagan of this city.

Has Fine Rifle Range.

It is expected that the Green Mountain Rifle club, which has been holding weekly matches in Baxter hall, will also hold them in the rifle range located in the west side of the basement. There is ample length and local rifle experts declare that this affords one of the best rifle ranges in New England.

The offices of Capt. Wing, Maj. Hagan, and Lieut. Thomas J. Creed will be located in the front part of the first floor.

The opening date has not been definitely determined, but it is understood that it will be about April 15 when there will be a military ball. Prominent army officers from this state and the northeastern headquarters are to be invited.

Plan Grand Bazaar.

It is also expected that immediately following this event the bazaar under the auspices of the Rutland post, No. 21, American Legion, and company A will be held. The funds derived from this function will be used to purchase furniture and equipment.

It is not probable that there will be any basketball games held there this year. Next fall should see the majority of school and professional games played there.

Old Glory Now Waves Over City's New Armory

Gift of Adjutant General's Department in Place of Honor
—Military Ball.

A large American flag, a gift from the adjutant general's department to Company A of this city will fly over the new armory. The flag-raising occurred on Saturday afternoon under the direction of Capt. Leonard F. Wing, Lieut. William J. Kelley, representing Company A, and Charles E. Novak of the American Legion.

Capt. Wing announces that tickets have already been put in circulation for the military ball that will mark the official opening of the armory on the evening of April 15. Plans are being made to accommodate about 500 couples.

Every member of Company A has tickets and they may also be found at McClallen's drug store.

Music for the function will be furnished by a large augmented orchestra and also the Rutland City band. Prominent army officers in command of the Northeastern division are among the invited guests.

American Legion and Co. A to Have Bazaar

Affair Public and Will Be
Held in Armory on April
28, 29 and 30.

At the meeting of the executive committee of Rutland post, No. 31, American Legion and Company A, held at the new Company A headquarters in the new armory building last Sunday morning, plans were made for the holding of a grand bazaar by the two organizations in the armory on April 28, 29, 30.

It was voted to ask the ladies of the Auxiliary of the American Legion to have charge of the refreshments and a committee was appointed to confer with them.

Several new stunts were discussed. At the next meeting of the committee it is expected that plans will be made for an entertainment during these three days that will be absolutely new to Rutland.

The Legion and Company A are working together to raise funds with which to purchase furnishings for their headquarters in the armory and the Legion will also devote any proceeds for the purchase of permanent bronze markers for the graves of the deceased soldiers of the World War. National headquarters of the Legion have selected a design for the markers and the local officers expect soon to receive a sample of the marker which is similar in design to that used by the G. A. R.

The bazaar will be a public affair and everybody will be welcome. It has been suggested that, in view of the patriotic activities of the local fraternal organizations during the war, that they might be interested in assisting the returned soldiers in their present efforts and is expected that an invitation will be extended to the various organizations to participate.

PROMISES ARMORY BY APRIL 1 SURE

May Be Finished by March 14;
Everything Needed Is
Now on Ground.

"We will surely have the armory finished before April 1 and we hope to have it completed by March 14," said J. A. Stackpole of Boston, superintendent for the Wentworth Construction company, contractors, yesterday. Ground was broken on the Stearns property on West street last June.

The concern has been greatly handicapped at times by shipping conditions, lack of cement, and shortage of labor. If it had not been for those conditions the building would have been ready for occupancy January 1. As it is, a local record has been made.

Supt. Stackpole said yesterday that everything needed to complete the work is on the grounds. He had a force of about 35 workmen on the building.

Basement Facilities Fine.

The basement is practically finished and is of the most modern type. A cement floor covers the entire area. The lavatories of modern design have been installed and six shower baths.

The dining room or mess hall is located in the basement, with a special hall for the officers. Adjoining these rooms are a large kitchen and pantry, well lighted from the street.

The east side of the basement is partitioned for large locker rooms and on the west side of the basement, one of the finest rifle ranges in New England is to be located. A large steam boiler has been installed in the middle of the basement, near the coal and wood sheds, to which there is an entrance from the outside on the west side.

Main Hall Commodious.

The main hall is a commodious structure and is nearly finished. All that remains to be done is the laying of a small portion of the hard maple floor on the west side. There are nearly 10,000 square feet and it is easily the largest auditorium in the county.

The offices in the front part of the building are nearly finished. At the north end of the hall, a stage has been built capable of staging a small show, or vaudeville acts. At the south end of the hall, a balcony has been erected.

A Boston painting and decorating company has the contract for the decorations and this work is going on at a rapid rate of speed.

Rutland Daily Herald

April 2, 1921

Tickets on Sale For Opening Military Ball

Tickets have been placed on sale for the dedicating exercises and opening military ball to be given by Company A at the Rutland Memorial armory on April 15. The soldier boys have been busily at work on the plans and everything indicates one of the gala events of the post lenten season.

Gov. Hartness and Adj. Gen. Johnson will be present to represent the state and Mayor James C. Dunn will make an address. Other military officers of high standing will be present. The Rutland City band and a local orchestra will furnish music for the event.

This will be the first attraction in the new memorial building and the proceeds will be devoted to the furnishing of the rooms to be occupied by the local military company. Tickets are being sold by the members and at the drug store of E. G. McClallen and company.

Rutland Daily Herald

April 12, 1921

Big Sale of Tickets for New Armory Ball

Capt. Leonard F. Wing of Company A, V. N. G., announced yesterday that there had been an unusually large demand for tickets to the new armory dedication and grand ball to be held Friday evening. Invited guests include Gov. Hartness, former Gov. Clement, and prominent army officers of the northeastern district.

Company A will be present and give an exhibition drill and music will be furnished by Rutland City band and a 10-piece orchestra.

Rutland Daily Herald

April 12, 1921

Auxiliary Making Plans For Legion Bazaar

At a regular meeting of the auxiliary to the American Legion held last evening committees were appointed to help in connection with the American Legion bazaar, which is to be held soon. Mrs. Cornie Glynn Cocklin is chairman of the refreshment committee and her assistants are Mrs. Alice Nourse, Mrs. Caddie Doolan, Mrs. E. S. Watkins, Mrs. George Ackley, Mrs. Ernest Andrus, Mrs. Annie Copps, Mrs. Marguerite Cologne, Mrs. Mae Borah, Mrs. Olive Smith, Mrs. Jennie Jones, Mrs. A. Bruce, Miss Helen Copps, Miss Beatrice LaFond, Mrs. C. H. Adams and Mrs. J. Johnson.

The committee chosen to be in charge of the apron-table include: Mrs. Richard Sheppard, Mrs. Frank Shedd, Mrs. Fred Paige, Mrs. Florence Jones, Mrs. H. Powers, Mrs. Jennie Squires. Mrs. Stella Gray was appointed chairman of the relief committee.

It was voted to pay \$1000 the auxiliary pledged to the Daughters of the American Revolution for the memorial in Main Street park dedicated to World war heroes.

Rutland Daily Herald

April 15, 1921

Gala Occasion Tonight for Armory's Opening

Big Crowd and Distinguished
Guests Expected for Great
Military Event.

Elaborate preparations have been made for the official opening and dedication of Rutlands new Memorial armory tonight, together with the ball, to be given under the auspices of Company A of this city.

Among the invited guests are Gov. James Hartness and staff, Adjutant General H. T. Johnson, George T. Mcrone, commander of Rutland post, No. 31, American Legion, Mayor James C. Dunn, Senator Harvey R. Kingsley, Lt. Col Bert S. Hyland, for 14 years captain of Company A, V. N. G., Capt. Wilbur E. Burditt and other officers from this state and the Northeastern district, also members of Roberts post, G. A. R.

Present indications are that tonight's festivities will be attended by over 1200 people, or one of the largest gatherings that ever assembled for a similar function in this state.

Following is the complete program for tonight's festivities:

Company A, V. N. G., will start from the new armory promptly at 7:45 o'clock, march down West street, over Merchants row to Center street, to be joined there by the Rutland City band, and St. Peter's cadets. The line of march will be to the Berwick hotel, where they will act as an escort to the automobiles carrying guests to the armory.

Captain Leonard F. Wing will preside at the dedication services. The first speaker will be Mayor James C. Dunn, who will formally present the armory to the state. Gov. Hartness will accept the gift on behalf of the state.

Adj. Gen. H. T. Johnson will speak on National guard activities and prospects in Vermont. Preceding the dedication services the state officers and guests will inspect the entire building and grounds.

Following the formal exercises the dancing will commence with the grand march for which music will be furnished by the Rutland City band and a 12-piece orchestra under the leadership of John J. Cocklin. Dancing will continue from 9 till 2 o'clock, and punch and wafers will be served.

The floor committee is composed of Frank H. Chapman, Charles H. Harrison, Charles E. Novak, Horace E. Yarrington, Charles R. Cheney and George N. Harman. It is expected that a large number of ex-service men will be in uniforms.

RUTLAND ARMORY FORMALLY OPENED BY MILITARY BALL

Gov. Hartness, For State, Ac-
cepts Building From Mayor
Dunn, For the City.

DIGNITARIES PRESENT

Adj. Gen. Johnson Praises
Nat. Guard; Capt. Wing Has
Tribute For Capt. Hyland.

Brilliant with looped and draped re-productions of the national emblem and in the presence of nearly 2000 spectators, including Gov. James Hartness, Adj. Gen. Herbert T. Johnson and other distinguished guests, the Rutland Memorial armory last night was formally opened to the public and dedicated to the service of the state and its citizen soldiers.

The formal words of transfer were spoken by Mayor James C. Dunn, who paid tribute to the citizens of the city, former Gov. Percival W. Clement and Gen. Johnson, through whose efforts the magnificent building was secured and erected. The governor and Gen. Johnson took occasion, in their acceptance for the state, to refer to the spirit with which Rutland had ever risen to its military duties—a spirit, they insisted, that augured well for the future of the state and the nation.

Tribute to Capt. Hyland.

Capt. Leonard F. Wing, who presided, also paid tribute to the spirit of the National Guardsmen, especially of Capt. Bert S. Hyland, for 14 years commanding officer of Company A, through whose devotion to its citizen soldiers, Rutland was able today to have the armory in memory of their service and sacrifice.

Company A acted as escort for His Excellency and party and St. Peter's cadets, a well set up, well trained local organization, also participated in the ceremonies, giving an exhibition drill that was heartily applauded.

Capt. W. E. Burditt, who commanded Company B of the Second Vermont Volunteers during the World war, presented the armory and Company A with a handsome marble clock, which has been mounted on the railing of the balcony. Lieut. W. J. Kelley responded fittingly for Company A.

A feature which struck the eye of guests and spectators as they entered the armory was an American flag in colored electric lights just over the entrance, a feature that was greatly admired.

Escort Governor to Armory.

Capt. Wing, local officers, the Rutland City band and the escort met Gov. Hartness at the Berwick, escorted him to the armory and the organizations "dressed the hall" on either side during the exercises, the audience rising respectfully as the party entered.

After the dedication, dancing was enjoyed until a late hour this morning, the scene being one of great diversity and beauty as the dancers swayed over the polished floor, the uniforms, pretty costumes of the women and the soberer black and white of evening dress mingling in a spectacle of great variety and attractiveness.

In presenting Mayor Dunn, Captain Wing took occasion to congratulate the citizens of Rutland by whose votes the appropriation was authorized which made the armory possible. Applause followed his reference to the interest which a former governor and fellow-townsmen had taken in the building and the extent to which he made it possible. Captain Wing read a letter, in which former Governor Clement said that the building, dedicated to the memory of Rutland's soldiers and sailors, represented a bulwark set up by our citizen soldiers for the peace and prosperity of the future.

Mayor Dunn Turns Over Armory.

Mayor Dunn said the building was not only an honor to the state and the city, but stood as a memorial to tell future generations of the sacrifice our boys had made for the great cause. He gave some interesting details of the construction of the building and declared that so far as he knew it was built on honor. He deemed it a great honor to turn over the building to the governor and the state of Vermont.

Governor Hartness paid a tribute to members of the Grand Army of the Republic who were seated on the platform.

"Through the world war," he said, "we have come to know more what their sacrifice meant. We know that those who served in the world war were inspired by their spirit."

Governor Accepts For State.

"This magnificent structure," he continued, "dedicated to those who lost their lives in that great struggle, is the best sort of recognition of what that sacrifice means. When we see the button of the American Legion we know it not only stands for an organization, but for a personality stamped with the spirit of that great experience."

"We need that spirit in the solution of the problems which are now before us, and what better assurance can we have that such a spirit still lives than the completion of such a

work as this memorial indicates?"

"In the name of the state and in a very personal way I am glad to recognize that spirit and accept this splendid building."

In introducing General Johnson, Capt. Wing referred to his services in reorganizing the National Guard, a task of magnitude and delicacy seldom understood by those who were not in touch with it. The general, in reply, said the armory represented not only the spirit of those who had paid the supreme sacrifice but also of those who had come back and were prepared to carry on in the future.

"When we were trained in the National Guard," said General Johnson, "we were told that we were designed for the second line of defence; that the regulars would take the brunt of battle, yet the very first to go overseas was our own 26th. Out of the first three divisions sent across, two were National Guard divisions; out of the first five, three were National Guard divisions."

"There were 400,000 National Guardsmen in active service, ready for the fighting line, in the first year of the war. (Applause.) The National Guard would have been ready six months sooner if the national government could have furnished the arms and equipment."

General Johnson told of the actual test of the National Guard in repulsing shock troops in France and the gallant fashion in which they had met the test. He said:—

"They justified at that time the faith of every person who had ever had anything to do with their organization and training. In that first clash, before one gun of the National Guard, 109 German bodies were found. (Applause.)"

"The spirit of Rutland is the spirit we want in our state and in the nation. If every community stands back of its citizen soldiers as Rutland has always stood back of her's we need not fear for the future." (Applause.)

Rutland Daily Herald
January 11, 1921

Ann Story Chapter O. K.'s Memorial Plan

Members Unanimously Back
Idea of Huge Boulder in
Main Street Park.

At a special meeting of the members of Ann Story chapter, D. A. R., yesterday afternoon at 3 o'clock at the home of Mrs. George T. Chaffee, North Main street, a large number of members were in attendance. The meeting was called for the consideration and approval of plans for a memorial to be placed in Main street park by the society.

The members present were unanimous in their approval of the plans which were to move the large boulder on Clarendon road about two miles from Rutland, located near the Dyer farm, to Main street park to be used as the memorial.

F. T. Cutler of Barre will take charge of the moving of the boulder. He was here last week sizing up the job. Plans were made to secure an artistic tablet which will be placed upon the boulder as a memorial to all who served in the World war and this will carry the names of 35 gold star heroes of Rutland.

It is expected that the work of moving the boulder will be completed before many weeks. In the spring the society expects to beautify the spot by artistic landscape gardening and making it a spot of beauty in Rutland.

It is the desire of Ann Story chapter to have the unveiling of the boulder on Flag day, June 14, with appropriate ceremony.

Rutland Daily Herald
February 15, 1921

SIX TRACTORS TUG AT 75-TON BOULDER

Massive "Hard-head" Will
Rest in Main Street Park
as Soldier Memorial.

Mounted on its massive sleds and dragged about 600 feet from its resting place on the Dyer farm, two miles south of the city, the 75-ton boulder which will ultimately stand in Main street park as a soldiers' memorial, halted about sunset last night, stuck fast just below the fork of the North Clarendon road.

A Duplex four-wheel-drive truck from the Rutland garage, four Clet-racs from the Miller garage and two International tractors were hitched to the big load when it stopped, and it will probably take eight tractors and three powerful trucks to start the load this morning.

F. D. Cutler of Barre, an experienced handler of heavyweight stones, who has been in the granite business for nearly half a century, is in charge of the job and says the big rock is "irony hardhead," much heavier than marble or granite. He is anxious to get the big stone out of the hollow and up on the hill before the snow goes. It will take about a week to complete the job with the best of luck.

Quits Home of Centuries.

Last night, when the drivers unhitched and headed for home, the boulder had settled fast in a slight hollow to the northeast of the place in the Dyer pasture where it had rested perhaps for centuries. The broad tracks left by the 10-inch shoes under the sleds were as hard as glass and as solid as iron, but, on account of the poor traction offered by the snowy surface, the trucks and tractors skidded considerably and the gang called it a day and went home.

The boulder, roughly, is 13 feet long, 9 feet wide and 10 feet high and the sleds on which it rests were specially made in the Patch shops in this city. The sleds are made of 10 by 12 dimension rock maple, seven feet long for the runners, and the bunks are 12 inches square and eight feet long. The runners are bolted together with the strongest steel and iron straps and braces and there is a six-foot tongue and heavy roll in the forward sled. The gauge of the sleds is about wagon-width.

It took five days and a half to jack the awkward, ill-shaped and tremendously heavy rock out of the mud in a springy spot and it took a massive rock maple frame to take the thrust of the two 20-ton jacks which were used. These jacks are also used behind the load to start it out of wherever it stops while in process of transportation.

The trucks and the tractors tried five times before they were able to stare the rock after it was loaded, then, after they got it going, went about 500 feet down the road before they were stalled.

It is probably one of the most difficult rock-moving jobs ever attempted in this vicinity and was pronounced impossible by many experts who looked the rock over and marked the probable depth to which it was imbedded in the ground and the grades which would have to be surmounted before the park could be reached.

Real Test to Come.

There is quite a grade from where the rock now rests to the Mead farm, and Gouger hill, one of the terrors of old-time teaming, will probably be something of a test of power. The local agents for trucks and tractors are very anxious to show what their machines can do with heavy loads and Mr. Cutler expects that by tomorrow he will have the rock up into the main road and well on its way.

If the hitch of eight tractors and three trucks does not start the boulder and sleds tomorrow, Mr. Cutler will look about for "more beef," but that the outfit will ultimately get to Main street park and deliver the boulder to the Daughters of the American Revolution, who are setting up the memorial, he has no doubt whatever.

It is intended to place the boulder in an attractive situation in the park and mount a tablet thereon, bearing the names of the "gold star" men from Rutland who lost their lives in the great war. The concrete base has been prepared.

Rutland Daily Herald
May 15, 1921

Want Every Name on Bronze Tablet

Ann Story Chapter, D. A. R.,
Asks That They Be Turn-
ed in Soon.

Names of Rutland men who died in the service during the war and consequently are entitled to a place on the bronze tablet to be erected on the memorial boulder in Main street park by Ann Story chapter, Daughters of the American Revolution, are being gathered by the memorial committee. It is most important that relatives or friends of men who gave their lives in the war see to it that the names are given to the memorial committee.

Once the tablet is cast, it will be impossible to affix additional names. The committee is making a special effort to secure a complete list and asks the co-operation of relatives and friends of the fallen heroes. The American Legion has furnished the following list which will be the nucleus of the permanent record in bronze.

Bert A. Barrett, Thomas Bashaw, Nicholas Belfiore, Henry T. Bolduc, Harold Brown, Frederic P. Clement, Grant H. Cutler, John Dougherty, Albert Fresell, William H. Gleason, Frank Gorruso, Alfred Gratton, William W. Green, Earl Horton, Carmine Ienco, Harley T. Johnson, Frederick P. King, Roland W. Johnson, Thomas E. LaFond, William C. Lynch, John F. McCormack, John J. Mullin, George E. Mylett, Kenneth C. Nourse, Carl W. Perkins, Walter F. Perkins, William E. Rice, Stark Smith, Martin Rowe, Robert J. Sullivan, George A. Swinnerton, Lester Taylor, William P. Tighe and John P. West.

The names will be confined to Rutland city. To be eligible a man must have resided in Rutland at the time of his enlistment or have his family living here so that he gave Rutland as his home address.

The chapter requests that all additional names be turned in at the earliest possible moment to Mrs. P. M. Meldon, 14 South Main Street.

Rutland Daily Herald
February 15, 1921

Memorial Boulder Moved Two Miles

Tractors and Truck Haul Big
Hardhead From Duffy
Farm to Park.

F. D. Cutler of Barre, moved the 150,000-pound boulder from the Duffy farm, south of the city, nearly two miles yesterday. Last evening it was resting on skids at the Chaffee crossing on South Main street.

Mr. Cutler plans to move it across the track this morning at 8 o'clock. The work of moving the huge rock yesterday was by pulleys and 1000 feet of steel wire on the hills, assisted by a Duplex four-wheel drive truck and three tractors.

Mr. Cutler said he did not think he would be able to complete the work today because of the many turns on the route. He will not endeavor to take the boulder up "Gougher hill," but will come down Strongs avenue to Madison street, up Madison to Pleasant, over to Washington, up Washington to Nickwackett, over that street to Center street, and thence to Main Street Park.

There it will stand as a memorial to the World War veterans as a gift of the Ann Story chapter, Daughters of the American Revolution. The huge rock was given to the society by Mrs. Duffy and her children, in memory of her late husband, who owned the farm from which it was brought.

Rutland Daily Herald
May 10, 1921

CITY'S HONOR ROLL CONTAINS 36 NAMES

D. A. R. and American Legion
Preparing Bronze Tablet
for World War Victims.

The names of the young men from Rutland who lost their lives in the World war which will appear on the bronze tablet to be erected by the Daughters of the American Revolution and the American Legion were last evening made known by John J. Cocklin of the latter organization. The city's honor roll comprises a list 36 in number.

Some few weeks ago a large boulder was presented to the D. A. R. by the heirs of the Hugh Duffy estate and was put in place in the park on North Main street and the tablet which will soon be prepared will be attached to this rock.

Considerable time has been spent both by Mrs. P. M. Meldon of the Daughters of the American Revolution, and Mr. Cocklin in obtaining a corrected list and the names given below are ones which will appear on the memorial:

Barrett, Bert A.
Bashaw, Thomas
Belfiore, Nicholas
Bolduc, Henry T.
Brown, Harold
Carter, Benjamin
Clement, Frederic P.
Cutler, Grant H.
Dougherty, John
Fresell, Albert
Gleason, William H.
Gorruso, Frank
Gratton, Alfred
Green, William W.
Horton, Earl
Ienco, Carmine
Johnson, Harlie T.
Johnson, Roland W.
King, Frederick P.
LaFond, Thomas E.
LaFrance, Nelson E.
Lyhon, William C.
McCormack, John F.
Mullin, John J.
Mylott, George E.
Nourse, Kenneth C.
Perkins, Carl W.
Perkins, Walter F.
Rice, William E.
Rowe, Martin Van Buren
Smith, Stark
Sullivan, Robert J.
Swinnerton, George A.
Taylor, Lester
Tighe, William P.
West, John P.

CITY'S HONOR ROLL TABLET DEDICATED

D. A. R. Conduct Ceremonies
at Memorial Boulder; Ad-
dress by Gen. Edwards.

With simple, yet highly impressive, ceremonies the memorial boulder placed in Main street park to perpetuate the memories of the 36 Rutland men who gave their lives in the World war was dedicated at 1 o'clock yesterday afternoon, the principal address being made by Maj. Gen. Clarence R. Edwards, who was in the city as the guest of honor at the state convention of the American Legion.

Gen. Edwards paid a simple tribute of eulogy to the men whose names have been graven upon a tablet of bronze, calling attention to the sturdiness of the massive rock as typifying the character of men of the Green Mountain state. At the close of his remarks he was presented to relatives of the men whose names appear on the honor roll.

Presentation by Mrs. Caverly.

Mrs. H. A. Harman, regent of Ann Story chapter, D. A. R. spoke of the fitness of the location, through its historical association, for such a memorial. Mrs. C. S. Caverly presented the boulder to the city as a gift from the Daughters of the American Revolution and it was accepted by Mayor James C. Dunn. Commander George Moroney of Rutland post, American Legion, read the names of the "gold star" men as follows:

Bert A. Barrett, Thomas Bashaw, Nicholas Belfore, Henry T. Bolduc, Harold Brown, Benjamin Carter, Frederick P. Clement, jr., Grant H. Cutler, John Dougherty, Albert Fresell, William H. Gleason, Frank Corruso, Alfred Gratton, William W. Green, Earl Horton, Carmine Ienco, Harley T. Jonsson, Roland W. Johnson, Frederick P. King, Thomas E. Lafond, Nelson E. LaFrance, William C. Lynch, John F. McCormack, John J. Mullin, George E. Mylott, Kenneth C. Nourse, Carl Perkins, Walter F. Perkins, William F. Rice, Martin V. B. Rowe, Stark Smith, Robert J. Sullivan, George A. Swinnerton, Lester Taylor, William P. Tighe, John Prout West.

Mrs. Cornie Glynn Cocklin sang the "Star Spangled Banner," to the accompaniment of the Rutland City band. The tablet was unveiled by Miss Charlotte Chaffee. Taps was sounded by Buglar D. La Flamme.

Rutland Daily Herald
September 7, 1921

HONOR ROLL TABLET DEDICATED TODAY

Gen. C. R. Edwards to Speak
at Main St. Park Ceremon-
ies Conducted by D. A. R.

Ann Story chapter, Daughters of the American Revolution, will this afternoon honor the memories of the men from Rutland who made the supreme sacrifice in the World War by dedicating in Main Street park a memorial boulder upon which is a tablet of bronze bearing the names of the city's roll of honor.

The ceremonies will commence at Edwards, former commander of the famous 26th Division, will speak in eulogy of those who gave their lives for the flag.

The ceremonies will be public and a general invitation has been extended by the committee in charge of the affair.

The Program.

The program of the exercises will be as follows:—

"Star-Spangled Banner," Rutland City band.

Presentation of tablet to city, Mrs. C. S. Caverly.

Unveiling, Miss Charlotte G. Chaffee.
Acceptance of tablet, Mayor James C. Dunn.

Introduction of speaker, Mrs. H. A. Harman, regent, Ann Story chapter.
Address, Maj. Gen. C. R. Edwards.

Reading of names of gold star heroes, George Moroney, commander, Rutland post, American Legion.

Firing squad from Company A, V. N. G.

"Taps," Buglar D. LaFlamme.

Rutland Daily Herald
September 1, 1921

D. A. R. Make Plans for Dedication of Tablet

Ann Story Chapter Arranging
for Memorial Ceremonies
on September 7.

At a meeting of Ann Story chapter, D. A. R., held Tuesday afternoon, plans were made for the dedication of the memorial tablet in Main Street Park, Wednesday, September 7, and the following delegates and alternates were elected to attend the D. A. R. state conference at Windsor, October 12: Delegates, Mrs. M. A. Harmon, Mrs. R. C. Ransom, Mrs. C. S. Caverly, Mrs. P. M. Meldon, Mrs. G. E. Chaffee, Mrs. L. S. Houghton, Mrs. W. B. Mills and Miss Mary Kent; alternates, Mrs. C. R. Moor, Mrs. W. C. Dunton, Mrs. S. M. Willson, Mrs. E. S. Kinsley, Mrs. J. Hilliard, Miss L. Phillips, Mrs. J. D. Billings, Mrs. J. C. Jones, Mrs. H. H. Howe and Mrs. P. H. Brehmer.

Rutland Daily Herald
November 5, 1921

BUY PART BAXTER PROPERTY FOR NEW METHODIST CHURCH

Deal Consummated Thursday
Night, Following Recent
Visit of Bishop Burt.

NEW STREET SURVEYED

Will Connect Church and
Grove Streets, Room
for Six Lots.

At a quarterly conference of the Rutland Methodist Episcopal church, held Thursday evening at the church parlors and presided over by Rev. Dr. George K. Statham of Crescent street, district superintendent, the purchase of land for a site for a new church and parsonage was authorized, the deed already having been signed by Mr. and Mrs. H. H. Baxter of New Rochelle, N. Y., and Rutland.

The plot transferred consists of a strip across the north end of the Baxter estate, extending from Church to Grove streets, where a new street, already surveyed, is to be opened. The east end of this strip will be reserved for the new church, the estimated cost of which is in the vicinity of \$80,000, and a parsonage. Extending westerly from this location, a row of building lots will be laid out. The church will face Church street, the parsonage, west from the church, and the other structures which may be constructed by individuals, facing south.

The sale of the building lots and also of the present church, two houses on West street and the parsonage at 59 Elm street, which are to be placed on the market at once, is in the hands of a committee appointed at Thursday night's conference composed of D. L. Morgan, chairman, G. C. Thrall, C. W. Spencer, R. W. Kenyon and Mark Porter. This committee is now considering whether or not to use a plan made by Mr. Baxter when the street was surveyed, and which would provide for six building lots besides suitable grounds for the church and parsonage but the apportionment of the land will be approximately on this plan.

Definite details towards actual work on the new church and parsonage will necessarily be determined by the success of the church organization in disposing of its present property.

When Bishop William Burt of Buffalo, N. Y., whose area takes in the local church, visited the Rutland church recently, the plan for a new church, which had been in abeyance for a number of years for various causes was considered and recommended by him, it being the opinion of that dignitary and the majority of the active spirits in the local body that the time for carrying out their plans had arrived. The plan considered at that time provided for the expenditure of about \$80,000, which would be raised by sale of the church property, subscriptions of church members and gifts from the denomination's board of home missions and church extension.

The success of the outing was entirely due to the capable committees which had charge. Walter F. Burbank was general chairman of the event and, aided by live-wire associates, achieved a success that will be long remembered. The following were the committees:

Tickets and transportation: John S. Dorsey, chairman; R. C. Boynton, R. E. Mitchell, H. D. Cauty, R. L. Kelley, B. A. Adams, H. K. Sherburne, A. W. Perkins, R. R. Bragg, E. L. Fullam, A. M. Perkins, C. H. West, A. S. Reed, J. A. Barney, G. E. Chalmers, Miss Mabelle Howley, Mrs. Samuel Frank, R. C. Bridges, E. G. McClallen and Miss L. M. Tye.

Trip committee: F. A. Field, jr., chairman; B. J. Costello and S. F. Parker.

Grounds committee: S. A. Howard, chairman, and Jay W. Smith.

Sport committee: Stephen C. Dorsey, Harvey R. Kingsley and George T. Heustis.

Refreshments and music: George C. Cobb, Willis M. Rose and Leland H. Fish.

Speakers' committee: Herman W. Vaughan, chairman, W. S. Smith, M. S. Sawyer and R. C. Taft.

Busy Committee.

The work of the ticket and transportation committee was not as noticeable as that of some others, but it was one of the big factors. More than 350 tickets were sold in advance by this committee, and about 200 people were provided with automobile transportation. Mr. Howard's task was to find parking space convenient to the beach and baseball field, which he accomplished without the least friction or inconvenience to anyone.

The Sports.

From start to finish the land and water sports program was a tremendous feature. "Steve" Dorsey and his cohorts had devoted several days to preparing the stunts with results to which everyone will give eloquent testimony.

A preliminary concert was rendered with fine taste and appropriateness by the Wallingford band under the leadership of Wallingford's veteran's band master, Clark. Then the program was turned over to the sports committee.

Baseball As Curtain Raiser.

Rutland and Wallingford business men were pitted against each other in baseball for the curtain raiser. Captain Davis led his braves on the field at 3:15 p. m., followed soon after by Captain Earle Johnson with the Rutland defenders. The latter were successful in three innings of fast ball with a score of 6 to 5. The rally staged by the Wallingford challengers in their half of the third was a beauty. Pitcher Doc Smith of Rutland weakening. Sterling support cut the rally to two runs, insufficient to pull the game out of the hole. Pitcher Doc twirled superbly in all of the other innings.

Kinsman Commits Error.

Hardley had the game commenced, with Wallingford at bat, when a shrill whistle pierced the air. Umps Charlie Boyden brought play to a stop. Walter Kinsman had committed an error. A clang and rush; and whirr-a-blur; columns of blue smoke; dashing heroes; and the For Dam Bul Ance wheeled onto the scene.

A ball hurtled through the air; Walt made a desecrate dive catching the sphere in a firm embrace. The impact was too much. Kinsman bit the dust, stove in at the middle and gasping for air. Quickly came the brave Double Cross ladies and lass with the stretcher. Walter was tenderly placed in the exact center.

A mighty heave of the strong arms of the hospital crew, and Kinsman still lay prone. The stout cords of the stretcher had parted under the strain. Nothing more could be done for the first victim.

Barricade Around Umpire.

So a steel barricade, bullet-proof, squash-proof, tomato-proof, and bat-proof was erected about Umps Boyden. From this point Charlie conducted the rest of the game with rare skill and éclat.

Ere long another shrill whistle tooted forth. Mayor Jim Dunn, in over-eagerness, had bungled a play which would have retired the side. A quick rush of the ambulance, and Hisonor was transported to the hospital tent for first aid. Last aid only being available, the victim had to do without assistance and return to the scene of battle on his own power.

Another Ambulance Call.

Center fielder Barden of the Wallingfordians allowed a high fly to pass dead to the ground, and the clang of the Dam Bul Ance preceded another hasty manipulation of the stretcher, this time successful. Tender care at the hands of the Double Cross Nurse patched him up so that he could continue the game.

Repeatedly were the services of the hospital corps called into action. In fact, the day would have been hardly complete without it. Paul Pelton as the nurse, Charley Cheney, as the captain, and Bob Bibby and Ralph Beale as stretcher bearers, were responsible for the very great quantity of amusement measure out to the crowd by this stunt.

The Line-ups.

The teams opposing each other were:

Wallingford: Hoadley, Barden, Davis, Sabin, Stratton, Maranville, Aldrich, McFarland, Earle, Miller, Langdon, Ferguson, and Taft.

Rutland: Smith, Trudel, Ross, Bond, Kinsman, Price, Field, jr., Carpenter, Ward, Mayor Jim Dunn, Costello Porter, and a score of others whom the score keeper, Dr. Jim Hamilton, apologises for writing on the wrong side of the score card, said side having been destroyed.

The scene shifted to a side hill. Brave steeds stood in waiting for the Ride of Death, to be hazarded on Kid-die Kars of fearful aspect. Young Wallie Nichols, Kid Jimmie Hamilton, Flash George Chalmers, and Streak

At the crack of the pistol they were off in a bunch. A creak and a squeak and Hamilton's mount plunged into the turf; Nichols' sturdy steed proved unseaworthy and crumpled to the grass; Chalmers' faithful chestnut gave a groan and quit. Only Williams remained firmly seated. The others came on; a final dash, and Benny crossed the line a winner by default, the others leaving their worthless racers and finishing on foot, well in advance but without claim to the victory.

50-yard Dash.

A 50-yard dash was quickly run by a flock of boys, Floyd Newton coming in first at the tape and winning a fine necktie.

In the girls event, a 50-yard sprint, Miss Catherine Costello, daughter of C. B. Costello, whirled ahead of the bunch and won easily, her reward being a fine handmade handkerchief.

The pole race, with the east and west sides of Merchants Row pitted against each other, ended the field sports. Major Jim Dunn's squad of huskies won from Ike Miller's crew by half a length. Six men astride a rough pole constituted each team, and the difficulties encountered in keeping the pace were endless. A watermelon was the consolation of the winning team.

"Biff" Bowker proved so very good in the swimming events that it became at once evident that few would swim against him. However a race was brought about, and although several quit at half the distance, Biff found it necessary to swim sturdily to finish first. A fountain pen today reposes in the well known Biff's pocket.

A boys' 50-yard swim furnished the big water thrill. Four entries stuck gamely to the hard grind, milling through to a hard finish. Robert Gilmore clapped his hand on the dock a bare second ahead of the rest. He was presented with an Eversharp pencil.

Swimming events closed with a finished exhibition of swimming strokes by Bowker, who produced a repertoire of 15 racing and fancy strokes.

President Carpenter introduced Rev. Arthur Griffin of Wallingford, who talked in a happy vein about the close friendship and kindred interests of

the people of Rutland and Wallingford.

Postmaster F. M. Meldon of this city responded. He referred eloquently to the historical associations in which these two beauty spots of the Green Mountains are surrounded.

Picnic provisions were augmented by the free serving of ice cream and lemonade, provided by the Chamber of Commerce. Twenty gallons of ice cream and 100 gallons of lemonade were used.

The ladies of the G. A. R. of Wallingford served the lemonade, pronounced unanimously the best ever.

From 7 to 8 o'clock the return trip was under way, but few getting caught in the sudden shower that emphasized the striking of the latter hour.

C. OF C. PICNIC AT ELFIN LAKE TODAY

Community Gathering Will Include Program of Field and Water Sports.

Today is a big day for members and friends of members of the Rutland Chamber of Commerce. At 2 o'clock a long line of motor cars will start from Court street for Elfin lake, where the annual outing and basket picnic of the chamber is scheduled for afternoon and evening. The advance ticket sale assures a crowd of more than 500.

Several interesting events are on the program of the day and these will be made permanent through the taking of a film of the outing from start to finish. The first view to appear in the picture of the day will be of the departure from Rutland, showing various attractive streets and outstanding features of the city as the cars pass along.

Pictures Taken En Route.

More feet of film will be ticked off as the cars wind their way along the picturesque road between Rutland and the lake. Cars entering the park will bring the scene down to the day's fun. A big space has been cleared for parking near the beach. This will take care of about 60 machines and many others will be sent along to the field where the baseball game is to take place.

Grist for the camera will be provided by Rev. Arthur Griffin of Wallingford and Postmaster P. M. Meidson of Rutland, who will face the crowd to speak graceful words in welcome and response.

Then comes the long anticipated ball game between the pick of the business men of Wallingford and Rutland. Dr. Earle Johnson will captain the Rutland defenders, while Will A. Davis leads the defenders. Teams will be selected from the following well known

Baseball Timber.

Wallingford—Barney Aldrich, Geo. Stratton, Bert MacFarland, John Earl, George Sabin, W. W. Maranville, Mgr., Clyde Buswell, W. A. Davis, Capt., R. C. Taft, W. W. Ferguson, L. S. Congdon and J. H. Miller.

Rutland—Edward C. Paige, H. C. Durkee, W. R. Kinsman, L. G. Egels-ton, G. A. Bucklin, James A. Lillis, P. F. Hewley, H. W. Vaughan, O. D. Ward, G. E. L. Badlam, Walter S. Fenton, Dr. G. E. Price, Fr. L. Albert Vezina, Harry J. Dorion, W. R. Spaulding, Henry Lavery, W. W. Nichols, J. R. Barney, Octave Chamberland, Chas. W. Scott, Fred A. Field, jr., Lawrence W. Jones, Raymond C. Bridges, Geo. N. Harman, Charles A. Matthews, H. H. Branchaud, Edwin W. Lawrence, Fr. Bernard Kelley, Geo. Cassidy, Fred O. Stafford, L. G. Morphy, Dr. W. R. Pond, F. B. Howard, Charles R. Tossing and Bartley Costello.

To Award Prizes.

Prizes for all events will be presented to the victors on the field.

One of the unusual features will be a "For Dam Bul Ance," which will be under the supervision of a capable medical corps: A young interne, whose identity is unknown, whose skill is questionable, and whose name is Cheney; Hospital Steward Bob Bibby, redoubtable plier of lemon and sponge; Ralph Beale, he of the lulling and dulcet accents in G; and last but not least, "A NURSE," imported and overtrained for the occasion.

Pole Race.

A pole race will follow the ball game, between teams representing the east and west side of Merchants Row, captained respectively by His-honor and Ike Miller.

The Ride of Death, or Montpelier or Bust, a political melee in one act, will be one of the day's best. Entrants: Senator Nick, Bill the Comish, Walter the Boss, Medicine Jim, Colonel Lillis, for ladies.

Water Events.

Water events will take place at about 5 o'clock, the crowd trekking back to the beach from the scene of the field sports. It is expected that the following will be among the aquatic contesters: Clayton Kinney, Charles Scott, Bob Blake, Dr. Charles Swift, Maurice Bellerose, Charles Purdy, Bill Murphy, Harp Mullen, and others.

Three races are projected. 100-yard free-for-all; 50-yard dash for men of 60 years or more; and 50-yard dash

Aquatic Program.

The program calls for:

25-yards—Boys of all ages.

50-yards—Boys of all ages.

25-yards—Girls of all ages.

Tug race.

Plunge for distance.

Diving contests.

Exhibition by F. E. Bowker, jr.

Supper From 6 to 8.

Throughout the afternoon lemonade and ice cream will be freely distributed. The Wallingford band is to give a concert preceding the program and throughout the afternoon as occasion requires.

The picnic supper will get under way between 6 and 7 o'clock, followed by a community sing before the crowd calls it a day.

750 JOIN IN FUN AT PICNIC OF C. OF C.

Long Caravan of Motor Cars
Conveys Throng to Elfin
Lake in Wallingford.

Seven hundred and fifty Rutland and Wallingford people awoke this morning with happy recollections of a day well spent yesterday at the first annual outing and picnic of the Rutland Chamber of Commerce. It took place at Wallingford's new park at Fox pond, an ideal spot for the occasion. The success of the initial event of this sort for Rutland assures the outing of an annual place in the calendar of affairs which folk here find to be worth while.

More than 75 automobiles constituted the line which wound its way through the city bound for the big day for Rutland's new chamber. Starting from Court street, the procession moved through Washington, South Main and West streets, Merchants Row, and River street onto the road to Wallingford. When the last car left Court street, the first, occupied by President H. O. Carpenter of the chamber, was just crossing the city line.

Varied Program of Fun.

An afternoon of recreation of great variety, suited to the desires of each, found the merry throng as happy and joyous at the close as at the start. Such strenuous pastimes as baseball, swimming, races, both ridiculous and earnest, and the like were sought by some, while others preferred to spend the time in watching the fun.

Interest was added by the taking of a moving picture by W. W. Peck, a movie photographer who is making his home in Rutland during the season. More than 500 feet of film were ticked off, taking in the trip at various vantage points, most of the events and scores of other subjects of commemorative value. The film will be shown in local theaters, in theaters throughout New England, and will later become the permanent property of the Chamber of Commerce.

Elfin Lake An Ideal Spot.

Fox lake, known as Elfin lake, proved a practically flawless site for the event. This gem of a miniature lake has come into its own through the outing, but more especially through the efforts of the Wallingford Park association, headed by Senator H. B. Barden as president. From now on it is sure to be one of the popular recreation spots of the county. That it is to be kept entirely free from commercialism and from any sort of disorderly actions upon the part of its users is the promise of the association.

Rutland Daily Herald
November 7, 1921

AIRPLANE BOMBING RAID WILL ANNOUNCE APPROACH OF \$ DAY

Great Preparations Made for
First Event of Such
Proportions.

TO RUN SPECIAL TRAIN

Event Advertised in All Parts
of State, and Merchants
Prepare for Throngs.

Elaborate and far reaching preparations have been made by the 100 or more Rutland merchants who have arranged for the "dollar day" that is to occur on Thursday, November 10. This morning all of southern Vermont is to be bombarded from the air with hand bills, dollar bill size, thrown from an airplane.

This stunt will be a feature event in itself and indicates how sincerely the merchants are starting out to make the day a success. The plane will be piloted by Aviator J. C. Jones of Randolph, and will travel to all points from Bennington to Middlebury and from Windsor to Whitehall.

Aid in Restoring Industry.

Dollar day was undertaken in Rutland for a number of reasons, the committee announces. Other cities have held such events during the past few months with phenomenal success. Manufacturers inform Rutland buyers that the dollar day movement is proving a great force in stimulating industry and relieving unemployment.

Great stocks of goods have been secured for this event, and many local merchants say that their supply houses are cooperating in price concessions.

At the same time the variety and extent of the service performed to the community by Rutland's retail establishments will be demonstrated in this co-operative event. It is the purpose to fix in the minds of folk throughout this region that Rutland is a good place in which to do business, to visit, and to live.

Special Train to Whitehall.

Special train service has been arranged between Whitehall and Rutland over the Delaware and Hudson railroad for dollar day. The train starts from Whitehall at 9 o'clock in the morning, arriving here at 9:47 o'clock, and leaves here on the return trip at 5 o'clock in the afternoon.

The schedule for the morning trip is as follows: Whitehall, 9:00, Fair Haven, 9:16, Hydeville, 9:20, Castleton, 9:27, West Rutland, 9:30, Center Rutland, 9:43, Rutland 9:47.

Advertise Event Widely.

The advertising campaign for the event is being carried out on most extensive lines. Beginning last week page advertisements were inserted in more than 15 newspapers in this section, and the local advertising campaign gets under way this week. Posters are being used everywhere, being conspicuously posted at every corner and cross roads, as well as in the stores here.

Besides the vast amount of general advertising, the individual stores have planned on special campaigns to call attention to the lines of merchandise they will be handling at the \$1.00 price.

Rutland Daily Herald

November 9, 1921

THOUSANDS COMING TO RUTLAND'S BIG DOLLAR DAY SALE

Greatest Merchandising Event
in City's History Takes
Place Tomorrow.

EVERYTHING IS READY

Retail Forces Arrayed For
Tremendous Movement
of Stocks.

Do you believe that a resumption of buying will restore national prosperity?

Are you anxious to see your dollar do the same amount of work it did before the war?

Do you feel the people of Rutland and of Rutland's trading territory should get together with the Rutland merchants to bring these things about?

The Merchants' committee of the Rutland Chamber of Commerce has asserted that this can be done, and as a step in this direction has arranged for Dollar Day, taking place tomorrow, Thursday, November 10.

Weeks of Preparation.

For weeks Rutland stores have been getting ready for the big occasion. More than 100 merchants have thrown themselves heart and soul into an effort to bring about a day that will never be forgotten in the history of merchandising in this city.

Special buying trips have been made; the co-operation of manufacturers and supply houses has been secured; extra salespeople have been engaged; page upon page of advertising space has been used; almost swamping the facilities of local newspapers; numerous advertising stunts have been employed: all with one object, to demonstrate the desire of Rutland merchants to serve the buying public.

Special Whitehall Train.

The securing of a special train to serve the territory along the D. & H. railroad to Whitehall makes it possible for people to come here by train from all directions and have sufficient time to take full advantage of the day's buying festival.

The special prices have not been confined to articles to sell for \$1. The advertisements of the various stores indicate that most of the merchandise in Rutland will be offered at special prices on Dollar Day. The discounts run as high as 50 per cent on seasonable, desirable merchandise.

Big Volume Is Object.

One Rutland merchant, when asked to give his idea of Dollar Day, stated:

"It is entirely a matter of advertising, so far as we are concerned. If we can turn over a large stock of goods on this one day, we can afford to make big reductions. The advertising value of bringing to Rutland great crowds of people makes possible further cuts. In any event, the buying public gets the benefit of the lower prices, which obviously can only prevail on this one day."

The fact that every line of retail selling is included in this sale offers a further advantage to visitors here tomorrow. There is not a single article of necessity or luxury that cannot be obtained in Rutland tomorrow at a greatly reduced price.

Many Saving Plans.

In what different ways are merchants celebrating? Take the department stores for instance. On many special articles of apparel and household use that usually has been taken and the merchandise has been set aside to be offered at one dollar. And the furniture, clothing and dry goods stores are offering on many of their articles of high value a cut in price of one dollar off in every ten or a dollar off in every eight, or some other very attractive reduction. On articles that usually sell for a dollar in the specialty shops, and small stores, two dollar articles are given for a single dollar. On articles such as shoes that are up near the ten-dollar class, some stores are offering one dollar off every pair, and on some lines the offers are even more surprising and liberal. In the grocery stores and drug stores, standard articles that sell for a fraction of a dollar per package or per pound, are being offered in units that total a dollar. Take a 15 cent article that you buy a lot of every week. Perhaps you can get eight pounds of it for a dollar on Dollar Day, perhaps more. It is a cash day only. It is a day to carry home your merchandise. Don't expect to see many delivery wagons or trucks around on Dollar Day, because some of the delivery men will be helping to deliver fresh lots of merchandise from basement to counters all day long. The others will probably play hockey and lay in a month's supply of groceries or a year's supply of shirts and socks for themselves.

Insure Against Rain.

All that is necessary for the success of the day is good weather. In this connection, the first rain insurance ever taken out in Rutland has been secured by the merchants committee to cover the expenses of the event. This was written by the Bridges agency, which has also placed several rain insurance policies with the individual merchants. These policies insure against one-tenth of an inch rainfall during a period of five hours in the morning of Dollar Day.

Rain or shine, Dollar Day will take place.

RUTLAND DOLLAR DAY UNQUALIFIED SUCCESS UNIVERSAL VERDICT

Merchants Render Distinct
Service to Community
and Neighbors.

UNPRECEDENTED EVENT

Rutland Firmly Established
as Business Center of
Extended Area.

Rutland's "Dollar Day" yesterday goes down in the history of merchandising in this city as one of the most successful undertakings of local merchants. It required the combined efforts of storekeepers and salespeople to carry to a successful conclusion the campaign which resulted in a distinct and creditable service to the community.

While the overturn of money was doubtless large, the profit accruing to the merchants was doubtless small, possibly none in the aggregate. But to the buyer there was given a demonstration of just how much the dollar will purchase and Rutland merchants advertised, and did as they promised, to give the maximum of value in goods for every dollar received.

Tremendous Task.

The amount of work required and the amount of money expended in advertising to "put across" Rutland's "Dollar Day" is indicative of the team work which was strikingly illustrated by the city's merchants. Without that team work, without the initiative, the "pep," that campaign managers must possess to win, the "Dollar Day" would have hardly weathered the storm of snow, sleet and rain which prevailed much of the time yesterday. However, it was the knowledge, obtained by reading the advertisements, of what a dollar would purchase in this city yesterday in any store that prompted the city folks and those from outside to ignore the weather.

Rutland Put on Map.

Rutland gets its name in red letters on the map of enterprising cities and to its merchants belongs the credit for doing their part, 100 per cent, in meeting the needs of the buying public in this territory. True, it is, the dollar yesterday did not purchase as much as it did before the war, but Rutland storekeepers gave their customers every cent's worth of value they could for every 100 cents received—that's the chief reason for the unqualified characterization of "Dollar Day" as a success.

Crowds Come Early.

"Never saw anything like it," was the universal expression used last night by merchants and shoppers alike, at the close of a day that left merchants tired but joyful and shoppers well stocked with articles bought at rock-bottom prices.

Early in the morning, before opening time at 8.30 o'clock, the bargain-eager crowds began to be in evidence. Before the doors of certain of the store sizeable throngs were congregated when the locks were turned and the day's business begun.

Weather Discouraging.

The weather was about as bad as it possibly could be for an occasion of this sort. North and south Rutland trains brought large quotas, and more came over the D. & H., the Whitehall special, however, failing in a considerable degree to bring the crowd anticipated. The use of automobiles was hazardous enough all morning to keep away at least one-third of the people who planned to come.

In spite of the weather, there was not a store in the city, which may be said to have gotten into the stride of the day's spirit, that did not have all of the business it could handle practically every hour of the sale. How a much larger volume of business could have been managed, had the weather been favorable, is somewhat of a question.

Many Lines Closed Out.

With few exceptions advertised lines were practically cleaned out, and the purchasing bit deeply into lines not advertised especially for the sale. Each store appealed to its patrons in its own special way, and there were many novel plans employed.

The greatest volume of business was done during the morning and early hours of the afternoon, reversing the usual order of the day's busy hours. This was due undoubtedly to the fact that most shoppers made it a point to be on hand early in the day to miss none of the splendid chances to save.

There was no real slump throughout the day, from 8.30 o'clock in the morning until 9 at night, when the stores swung to their doors and called it a "Dollar" day.

Rutland Daily Herald

June 20, 1922

13TH INFANTRY USES CITY'S CAMP GROUNDS

Six Companies, En Route to
Devens, Stop for Night at
Lester Bridge Site.

After spending three days and nights in an alternating drizzle and downpour of rain, six companies of the Plattsburgh detachment of the 13th United States infantry with 207 men, six officers and 75 horses and mules, camped last night at the Rutland Chamber of Commerce camp grounds on the Milo Lester farm on the Pittsford road.

A 23-mile hike from Lake Dunmore was accomplished yesterday by the soldiers who are on their way from Plattsburgh barracks to Camp Devens, and during the afternoon they constructed their temporary city of khaki-colored canvas, spread their drenched garments out to dry and made ready for the evening meal and the soldier's inevitable night "in town."

Last night the streets were dotted with men in uniform while the camp was de-populated, only a few officers, some men more tired than their fellows, and those assigned to guard duty, remaining in camp.

Maj. R. John West is in command of the detachment and Capt. Guy G. Cowan of this city, is in command of one company and is acting quartermaster or supply officer.

The outfit, which left Plattsburgh last Wednesday, is composed of the battalion headquarters company and companies, E, F, G and H. The latter is a machine gun contingent, one of which now comprises the personnel of every battalion.

To Drill Recruits.

The companies are of the skeletonized type, being reduced to a minimum with an average of about 45 men in each. They will be stationed at Devens throughout the training camp season doing their share to whip the raw recruits into shape for the nation's reserve army.

In September, after the camps have closed, they will move on to Boston harbor to be stationed in one of the forts there, permanently.

The Plattsburgh detachment of the 13th infantry, which, prior to leaving Plattsburgh, was known as the 64th infantry, will join the remainder of the 13th at Devens. It will be a segment of the Citizens Military Training corps. The men left Plattsburgh last Wednesday.

On the march the men carry a rifle each and what is known as a "combat pack." This includes a shelter tent half and essentials of the day. Extra

clothing is taken care of by the wagon train. The outfit has one automobile truck and the rest of its supplies are carried in army wagons drawn by mules.

The camp is laid out with the officers' tents in a row at the north end and the enlisted men's "pup" tents arranged in Company streets at right angles to the homes of their officers.

Up at 4.20.

The pup tents consist of two shelter halves and each man carries his own half of the night's roof, five pegs and part of the folding poles which form the ridge of the canvas house, close to the ground, and with nothing between the tired shoulders and Mother Earth, the men roll up in their blankets and sleep until "first call" awakes them at 4.20 o'clock in the morning.

198 MOTOR PARTIES USED CAMPING SITE

Nineteen States Represented
by Tourists Patronizing
Tenting Grounds.

One hundred and ninety-eight automobile parties, representing 19 states, utilized the Rutland Chamber of Commerce camping grounds on the Milo Lester farm on the Pittsford road between the date of the opening of the camp, May 30, and yesterday, according to figures compiled at the Chamber of Commerce offices.

From Maine and California and all the intervening states they came and made the camp site their home for one or more nights. In addition to these camping parties, a large number of picnics, corn roasts and outings of a local nature have been held on the grounds.

The season is not yet over and it is expected that, before the grounds are hidden beneath a blanket of snow, many other tourists will lodge on the outskirts of the city before passing on to other fields. The early fall cold, and the beginning of schools all over the country, however, have put something of a check on summer travel so that the foreign cars seen daily in the city are by no means as numerous as they were earlier in the season.

Almost the first to stop at the camping grounds, was a detachment of United States troopers numbering 207. With them were 75 animals and 24 vehicles of various descriptions.

Fifty-seven Massachusetts parties stopped at the camp grounds, this state having the largest representation with New York second with 50. Vermont was next with 17, Connecticut 16, and New Jersey 10. Other states were represented as follows:—

Pennsylvania, 8; New Hampshire, 7; Ohio, 6; Maine and Rhode Island, 5 each; Illinois and Iowa, 3 each; Washington, Florida, Michigan and District of Columbia, 2 each; Wisconsin, Indiana and California, 1 each.

Rutland Daily Herald
November 17, 1922

Dr. Thomson a Pioneer in Developing Water Power Near Rutland

Dr. J. E. Thomson, whose death occurred Sunday, and Homer L. Hoag were the builders and owners of the first water power plant in Rutland for the generation of electricity, these two men harnessing the water of East creek in 1896 that the power developed might be utilized to furnish light.

The dam, a log affair, constructed merely with the idea of diverting the water of the stream from its original channel, was at East Pittsford at about the spot where the modern dam now stands. The two men, under the firm name of Thomson & Hoag, built the dam to run the cold storage plant which they owned on Cleveland avenue. This plant is now owned by the John P. Squier company.

Prior to 1896, electricity here, as in most sections of the country, was generated by steam, and the original steam plant is still standing on West street below the covered bridge. Thomson & Hoag conceived the idea of making use of the water and their dam diverted the flow into a 2300-foot tube which carried the liquid across a bend with a 75-foot fall.

In 1899 Dr. Thomson sold out to Mr. Hoag and the latter began the development of the Chittenden dam. The Vermont Marble company became a partner of Mr. Hoag and the Chittenden Power company was organized with Mr. Hoag as president. Mr. Hoag continued his interest in the original plant until 1904 when the Squier people bought him out. The Chittenden Power company has since been absorbed by the Rutland Railway, Light and Power company.

Rutland Daily Herald
December 14, 1921

PINE HILL TO SUPPLY CITY'S STREET STONE

Enough There for 50 Years;
Quarry Pits Not to Prevent
Laying Out of Park.

Workmen of the street department under the direction of Commissioner of public works Joseph Feeley are installing the stone crushing machinery and bins at the rock pits on Pine hill. This is the machinery that has been stationed for many years at the stone quarry on North Main street, and Commissioner Feeley says it is in good condition.

The city also has plenty of drills, and in the early spring the city department expects to be quarrying all of the stone that will be used.

The new quarry pits are located on the old Pierpoint property and comprise about 200 acres. This tract of land was recently given the city by Henry O. Carpenter.

Park Here Some Day.

It is planned at some future date to transform a large part of it into a modern city park. The quarrying of the stone will in no manner hinder this plan, and Commissioner Feeley says that the plot contains all of the stone that the city can use for at least 50 years.

The commissioner has not definitely decided whether the city will build the road to the pits from Oak street or from Evergreen avenue. It is probable that the latter route will be selected, because it is more direct.

Will Decrease Expenses.

The quarrying of its own stone will save the city a large amount of money. The building of the Strongs avenue and South Main street cement concrete roads required about 3500 tons of stone, all of which was imported from Port Henry, N. Y. The city believes that for its use the coming year from 6000 to 7000 tons will be an adequate supply.

It is also the desire of the public works department to have the city build its own permanent road this year. To do this all that will be necessary is the purchase of a concrete mixing machine at a price of about \$4000. The city under these conditions could build a mile of concrete road for about \$31,000.

Rutland Daily Herald
December 30, 1921

PREPARE TO EXTEND STREET IMPROVEMENT

Work for 1921 Ends, Plans
Under Way to Give City
Better Streets.

The street work for 1921 has been entirely completed and there will probably be no more done by the street department until next spring. Workmen under the direction of the commissioner of public works, Joseph Feeley, have been busy for the past few weeks getting the new quarry pit on Pine hill ready for installing the stone crushing machinery.

Move Crusher at Once.

This work has been practically completed and the heavy stone crusher, which weighs about 20,000 pounds, will be moved this morning from the quarry pit on North Main street to the Pine hill quarry. The crusher will be moved on skids, and it will require at least 12 horses to carry it to its future destination.

Commissioner Feeley has completed plans for a road from the extension of Pierpoint avenue through the vacant lots to Evergreen avenue and from there to the quarry, which is located on the old "Pierpoint Tract," recently given to the city by Former Mayor Henry O. Carpenter.

Stone Is High Grade.

The stone is a good grade of trap rock and is said to be ideal for road building. In other years the city has purchased most of the rock it used in permanent road building from Port Henry, N. Y.

The public works department will have many thousands of dollars to spend for street improvement work next year, as the mayor's budget calls for 20 per cent of the grand list to be used for street work.

The third \$50,000 bond issue will be used to build a permanent road from the Center Rutland town line to the business section of the city. The road will be built of cement concrete and will be 18 feet wide.

Rutland Daily Herald
May 1, 1922

Henry Ford Declares That Hard Life on the Farm Drove Him Into The Manufacture of Automobiles

His First Job on Leaving Old
Home Place Brought
Him \$45 a Month.

New York.—Life on a farm drove Henry Ford into making automobiles.

Mr. Ford says so himself in an article which he calls "My Life and Work" written by himself in McClure's magazine for May, with the collaboration of Samuel Crowther, author and editor.

And Mr. Ford still feels the same way about farming. Not that he has anything against farmers, he points out, but there is "too much hard labor on farms." Because he was born on a farm and knew without question just what farming means, Mr. Ford invented an automobile with which he hoped, first, to lighten the farmer's task and, second, to aid people without a lot of money in their search for enjoyment and business relief.

That, in a nutshell, is what Mr. Ford's article gives as the reason for the Ford car. Incidentally it is the reason for his interest in farm tractors and for a lot of other things which have happened in Detroit recently.

Nearly Became Watchmaker.

The automobile, however, barely escaped being a watch. Mr. Ford had a desire to do fine mechanical work and his ideas naturally turned to watches, he says. At one period of those early days he had 300 watches and knew what made the wheels go around in every one of them. It was then he thought of the possibility of making a watch for 30 cents. In fact, he says he almost started in the business but refrained when he figured out that watches were not a necessity and so would not be sold.

"Just how I reached that surprising conclusion is difficult to state, now," he observes.

But a combination of the farm and the watch, and the sight when he was only 12 of a road engine was too much for anything plebian in Mr. Ford's future. He started to consider the possibility of machines and after glancing at that engine, studying it, watching changes, reading and thinking, Mr. Ford branched out into the automotive industry.

First Tried Steam.

Of course, says Mr. Ford, the horseless carriage was a common idea. He had it, as did several other inventors. But Mr. Ford figured that steam was the best means for moving his car, and he set about making a machine to operate by steam. He built one, and it ran. But it had defects, lots of them. He very carefully points out most of them. When he found he couldn't work out his difficulties to his satisfaction, he turned to gasoline—and so was born the Ford.

"It was in 1890 that I began work on a double cylinder engine," he writes, "because it was quite impractical to consider the single cylinder for transportation."

Shortly after that the farm was left behind definitely and completely, when Mr. Ford went to Detroit as an engineer and machinist for the Detroit Electric company at exactly \$45 a

month. The job wasn't much in itself but its great beauty lay in that it kept him out in his work-shop for he had spare time and he employed it.

Two years later Detroit got a thrill. Chug-chugging down its main streets came the gas-buggy. In the seat was Henry Ford. Behind it was a string of frightened horses and curious people. In front of it was bulwark of wondering thousands. Henry Ford had found a way to ride without horses to drag him.

The machine, however, was a slight problem. To begin with it blocked traffic. Not that it stalled, but every time Mr. Ford stopped the crowd started and he could not, in safety, leave the car a moment. Always there was some curious soul who would climb aboard, play with the brakes or the clutch and then trouble commenced.

Finally, it came to a show-down with the city authorities. At last, writes Mr. Ford, although there were no speed laws, no traffic ordinances, he had to get a permit from the mayor to operate the machine.

Rutland Daily Herald
January 18, 1923

Savings Bank to Begin Building in March

Marble Institution Preparing
for New Home at West and
Grove Streets.

Work on the construction of a new two-story building at the corner of West and Grove streets, to be owned and occupied by the Marble Savings bank, will be started not later than March 15, according to information given out at the bank yesterday and, although the definite plans for the structure have not been perfected, architects being at work on these, the bank officials are anxious to co-operate with the city in the widening of the street which will be started early in the spring. Therefore, work will be begun at the earliest possible moment.

Tenants of the building, known as the Verder block, were notified by the bank yesterday to vacate not later than March 1 and it was stated that between that date and the 15th of the same month the bank intends to dispose of the present building, either by sale or wrecking.

According to President Charles M. Smith, the actual plans for the construction and finish of the building have not been passed by the trustees of the bank and in fact the material of which the building is to be built has not been definitely decided.

The bank will occupy the entire first floor and the upper floor is to be given over to offices. There will be no elevator and for this reason, it is almost assured that the building for the present will be only two stories in height.

Rutland Daily Herald
February 9, 1923

START GROVE STREET WIDENING ON APRIL 1

Will Be First Spring Task Un-
dertaken by the Department
of Public Works.

The public works department will begin the task of widening the west side of Grove street from the corner of West street to State street about April 1, according to the plans of Commissioner J. P. Feeley.

The city last year voted a bond issue of \$25,000 to cover the work. It is understood that work of tearing down the Verder block, at the northwest corner of Grove and West streets will begin in March.

The plans call for the building of a 50-foot cement concrete road over the thoroughfare and also for the construction of cement sidewalks. Besides the Verder block, which is owned by the Marble Savings bank, the only other building which requires much work is the Grove street flats, owned by Mrs. Mary Murray. The city has entered into an agreement with the owner and work will probably be commenced within the next few weeks.

When completed the name of this part of the street will be changed to Merchants Row and the numbers will start at State street.

This is the first work that will be undertaken by the public works department this year. Following this, it is expected that Commissioner Feeley will begin building an 18-foot cement concrete road from the Mill village line on North Main street south to the cement road.

Rutland Daily Herald
March 1, 1923

Task of Razing Verder Block Is Commenced

Marble Savings Bank to Build
Modern Structure on Site;
Stores to Move.

Contractor John Burton commenced yesterday tearing down the wooden structure at the northwest corner of West and Grove streets, owned by the Marble Savings bank. It is believed the task of removing the building will require about three weeks.

The building is one of the oldest business structures in the city. It was owned for many years by the Verder family. It was purchased a few years ago by the bank. Plans are being considered by the bank directors for a modern bank building on the site.

The Olson cigar and stationery store, located at the corner will move this morning to the vacant store in the Spencer block on Grove street.

Frank Bruzza will commence moving his fruit and candy store to quarters in the Thrall-Bruzza block now being built on Grove street.

Victor Levene, who conducts a tailor shop on the second floor will move his business to the second floor of the Duffy block.

Rutland Daily Herald
March 9, 1923

Work of Razing Verder Block Is Progressing

Roof Already Off and All Ten-
ants Except One Have
Vacated Premises.

The work of tearing down the Verder block at the northwest corner of Merchants Row and West street is well underway, the roof having been removed. It is expected that Contractor John Burton and his gang of men will complete the task about March 20.

The Marble Savings bank, which purchased the property several years ago, is to erect a modern bank building on the site. It is understood that the plans have not been completed as yet. All of the occupants of the Verder building have moved with the exception of Frank Bruzza, proprietor of an ice cream parlor. It is expected that he will move his stock into the Thrall-Bruzza block on Grove street by Monday.

Commissioner of Public Works Joseph P. Feeley has already completed the drawings and plans for the widening of Grove street and expects to begin work about April 1. The west side of Grove street from West to State street will be widened 10 feet and will be replaced by a cement concrete road. The name of that section of the street will be changed to Merchants Row and the numbers will commence at State street. The city in 1922 voted a special bond issue of \$25,000 to cover the cost of the project.

PLAN TO COMPLETE GROVE STREET JUNE 1

Work of Widening Thoroughfare to Start as Soon as Frost Leaves the Ground.

The plans at the office of the public works department call for the completion of the widening of Grove street by June 1. Commissioner J. P. Feeley said that the weather will play a prominent part in the completing of the work, however.

Excavating cannot be started until all of the frost is out of the ground. Commissioner Feeley said that he had a gang of men at work breaking up a ledge in Mill Village, preparatory to the building of the new cement concrete road on Main street. He plans to have two gangs of men working on both the Grove street and the Main street projects, at the same time.

The grade of Grove street is to remain as at present. New cement sidewalks will be constructed on both sides. The road will be about 50 feet wide. The walk on the east side of the street will be lowered to correspond with the grade of the rest of the thoroughfare. The cost of the new sidewalks will be borne jointly by the city and the property owners.

The excavating of Grove street is to be considerable of a task, trees, light poles and ornamental lights must be moved and also there is about two weeks work on the sewers and about a weeks work on the water connections. The money for the project comes from a special bond issue of \$25,000 voted at the election a year ago in March.

NEW TRUCK USED TO PUT OUT BAD BLAZE

Firemen From Station No. 1
Answer Call to Old School
Seat Property.

FIRST FIRE IN MONTH

Early discovery of a small fire started near the furnace in the old school seat property on Strongs avenue, part of which is used by the New England Table company and another section by a shirt waist factory, probably saved the building from destruction yesterday morning, the firemen from Station 1, who responded with the new truck, finding a fire burning merrily. The blaze was found by the man in charge of the furnace, a hot air, constructed heating plant, William McMahon.

He at once notified the fire department by telephone and when the apparatus arrived, McMahon was fighting the blaze with pails of water. The contents of the big 40 gallon chemical tank soon put the blaze under control.

Heating Shaft Responsible.

The building is heavily loaded with inflammable material and would have been a serious fire had the blaze obtained headway before being located. The fire caught from one of the large heating shafts running from the furnace.

This is the first call answered by the department in over a month, the last call having been on Thanksgiving day. This city has been particularly fortunate in the last few months, having practically no fires of any serious nature, while other cities in the state have had some severe losses.

The fire department officials have had considerable trouble during the last few weeks with the loss of keys from the fire alarm boxes, some sections of the city being worse than others. Chief A. A. Courcelle wishes to call the attention of the parents to the seriousness of the condition which might arise through the failure to find a key in the alarm box. It is apparently the work of children and it is the desire of the officials that the younger element be warned against breaking the glass or removing the keys in the fire alarm boxes.

Rutland Daily Herald
February 8, 1923

Rutland Apron Company to Enlarge Business

The Rutland Apron company, Louis Kazan manager, has secured the use of the old Methodist church building in West Rutland and will remodel the interior for use in manufacturing purposes. The business has outgrown the present plant which was opened in the village about two years ago and which now employs about 50 hands. The new quarters will be used in addition to the present building, having about 40 machines capacity. The concern, which is one of several branches operated by I Ginsberg & Company, New York, makes Queen quality goods. S. Sussman of the home office is in town to superintend the opening of the new plant.

Rutland Daily Herald
April 14, 1923

Apron Company Will Resume Work Today

The Rutland Apron company will open for business in its new quarters under the Strand theater next Monday morning, according to an announcement made last night by Manager A. Dick. Mr. Dick said that the building had been redecorated, and a modern lighting system installed and also that the woodwork had been covered with asbestos. He has installed 54 of the newest type machines and plans to start a force of 70 girls at work Monday. He stated that he expected to have all of his old help with him and that since the fire on Easter Sunday, which destroyed his factory on Strong avenue, 33 of the girls had been given employment at West Rutland and his concerns had given the others half of their regular wages.

July 31, 1923

RUTLAND WELL ADVERTISED IN NEW BOOKLET

"Where to Stay in Vermont"
Devotes Several Paragraphs
to City and Vicinity.

"Where to Stay in Vermont" is the title of a 125-page booklet compiled by R. H. Derrah, publicity director of the Hotel Association of Vermont, and published by the secretary of state publicity department. It is a complete directory of the hotels, inns and boarding houses in the state that cater to the tourist and vacationist, arranged in alphabetical order. The edition is 15,000 and it is being advertised in the metropolitan dailies through the eastern and central states. A copy of this booklet will be mailed free of charge upon application to the state publicity department, Montpelier, or to R. H. Derrah, Fullerton Inn, Chester.

The following is what Mr. Derrah has to say in the booklet regarding Rutland:

"Rutland is not only the second largest city in the state, but is most ideally located. It is a railroad center, being on the main line of the Rutland railroad from New York, Troy, and Boston, to Montreal, and a terminus of the Delaware & Hudson. It is also on the main automobile highways to all the above points. No other section in the country offers a greater diversity of motor trips than this Marble City. One can spend a week or more taking trips to various points of interest without going over the same ground twice. There are three distinct trips over the Green Mountains, each having their own individual features; then one may visit Lakes Bomoseen, Dunmore and St. Catherine, or drive along the Champlain valley, steeped in historic traditions, or run south along the Green Mountain valley and return by a different route. A trolley line runs from the city through a delightful country, taking in the great marble works of West Rutland, the historic town of Castleton, to Fair Haven and Poultney. A day's fishing trip from Rutland is always popular. The Rutland Country club maintains an excellent nine-hole golf course.

"The Barwell hotel (European), N. J. Nicklaw, manager. This hotel, modern in every particular, with elevator service, is located across the street from the station. Most of the rooms are arranged single, or en suite with bath, and all have running hot and cold water and public telephone. The Barwell has one of the most attractive dining rooms to be found in the Green Mountain state, and its farm furnishes the table with the richest of milk, cream, butter, eggs, poultry, etc. The hotel is open throughout the year, and accommodates 175 guests. Garage for 50 cars. Rates \$1.50 and up per day.

"The Berwick (American), A. J. and R. C. Boynton, proprietors. This hotel with every modern convenience, and accommodating 190 guests, is located but three blocks from the railroad station in the best part of the business section of the city. Most of the rooms have private baths, and all having running hot and cold water. The Berwick has a very pleasing dining room and a large, cool and comfortable lobby. The hotel management has built up a distinctive reputation for its table. Elevator service. Garage for 200 cars. Open throughout the year. Rates, \$4.50 per day; weekly or season rates upon application.

"The Brock house (American), H. S. Parker, proprietor. This is a real homelike hotel, situated in the residential section of the city, five blocks from the railroad station, and reached by automobile or trolley. This house has been thoroughly renovated throughout and has all modern improvements, many of the rooms with private baths, and offers delightful quarters for those who wish a quiet place, amid pleasant surroundings. Spacious lawn with shrubbery and flowers. Excellent table and service. Open throughout the year. Accommodates 65 persons. Rates, \$3 and up per day; \$17.50 and up per week.

"St James hotel, West street, near corner of Church. E. H. Johnson, proprietor. Has 40 rooms, rate \$2.50 per day; \$17.50 and up per week.

"Elmore hotel, south side of West street, short distance east of Merchants Row. Conducted by T. F. Morris. Twenty-five rooms, \$2 a day and up.

"The Hamilton, south side of West street, nearly opposite Rutland Free library. Manager is O. S. Bergstrom. Rooms only. Rate \$1.25 a day and up, 30 rooms.

"Holland house. On Merchants Row, across from railroad depot. G. A. Brown, proprietor. Twenty rooms, rate \$1 a day and up. Rooms only."

Rutland Daily Herald
July 25, 1923

BRIEF "ELEGY" ON NEGLECTED CITY CEMETERY

Every year citizens of Rutland are putting thousands of dollars into amusements for themselves. These same citizens boast of their city, its streets, its beauty spots, and residences, and back it up against any other place of its size in any state.

Down on West street there is an old burying ground, where many of the people who have striven to make Rutland a prosperous town, are at rest. The community appropriates \$50 to the joint care of this cemetery and the one on North Main street. A sum like this would be sufficient to repair a leaky roof, and pay one-half the expenses of a car for one season. In the care of two burying grounds, it is swallowed up by repairs on the fence that surrounds them, and leaves nothing to keep them in good condition.

The cemetery on West street is no longer a holy place. Over the plots where worthy citizens are buried, milk weed, burdocks, and bushes more than knee high are growing. Gravestones, erected to mark the place of some one held dear, are lying flat on the ground, and some are cracked. Three well worn paths from neighboring streets are traversed daily by people as a short cut to work. Despite the fact that Rutland boasts four organized playgrounds a great many children romp in boisterous play over the graves of the dead. From the street,

no one would be able to tell that a burial ground was there at all. It more nearly resembles a backyard where the influence of a cleanup campaign has not reached.

The citizens of Rutland who have walked ahead to clear the road for those who followed are due respect and homage. The only evidence Rutland offers that they are "at rest" is due to no effort on the citizens' part to give them a consecrated burial ground, but only to the fact that the words "At Rest" are carved upon certain gravestones in the cemetery.

In Rutland, as in other communities all over the land, the people give speeches at certain occasions when they expand on "how much the country has improved within 50 years" and even wish that certain former residents might "look back upon the community where they once lived to observe the big changes." These former citizens might marvel at the wonderful progress that man had made in every line, but it is more probable that when they saw the six feet allotted to them, and the lack of care it had been given, that they would be too grieved to notice the trolley lines or the automobiles.

If ghosts walk abroad at midnight as more than one of the local folks believe, then many good citizens must be haunted by the souls of those who can not rest in the West street cemetery.

Rutland Daily Herald
July 30, 1923

RUTLAND RAILROAD HISTORY FROM FIRST-HAND KNOWLEDGE

L.S. Hayes Writes Interestingly About Early Days of the Road,
Especially in Vicinity of Bellows Falls; Property Sold
for \$22 in 1855; Personnel of Early Train Crews.

By L. S. HAYES.

The Rutland railroad having about 10 miles of its track in the town of Rockingham, while the other three roads centering here barely touch the town in this village, has always resulted in our residents being more interested in its and its history than with the others. The writer beginning his life work as a railroad man has always been interested in railroads and a number of decades past began making memoranda of facts and statements of those then living who participated in early railroading, from which he is now able to give the following facts:—

In the early days of railroads, this road was advertised as extending "from Burlington to Rockingham," and Bellows Falls was hardly known as even a station on the road. This probably arose from the charter's granting the right to build a road from Burlington to "some point in the town of Rockingham on the Connecticut river." Road Christened With Water and —

In the summer of 1849, it was opened for traffic from Burlington to Rutland, and from Bellows Falls to Ludlow where connection was made by stages over the mountain. When the road was opened through in December, 1849, a train from Burlington and one from Boston, with the president, directors and other officials and friends on board, met at the summit in Mount Holly, and bottles of water from Lake Champlain and from the Atlantic ocean were broken and the waters mingled together. Other and different bottles were not broken, but uncorked and served to make the occasion more joyous. For the free use of the accumulated crowd, a barrel of New England rum was rolled out, one head broken in, and a number of tin dipper put into use.

Raced With C. V. For Mails.

Before the two roads were opened over the mountain, and while there were several miles of staging on each line, a three days' race with mails and messengers was run between Boston and Burlington over the Rutland & Burlington, and Vermont Central roads. The mail agent over the Rutland road at that time, and the one who had charge of the mails on this route during these three days, was Henry H. Howe of Ludlow, afterward a passenger conductor for several years. The locomotive used was the "Rutland," it being the fastest one then on the road. The engineer was Silas Pierce, later master mechanic at Bellows Falls. This engine went as far as Ludlow, then the mails were taken on horse-back, with relays of fresh horses each four miles as far as Cuttingsville, then by train again to Burlington. The Rutland & Burlington road, as it was then known, won the race by two hours the last day, and as the victory resulted in the securing of the bulk of the mails over this route, it was a pronounced "scoop" over the Vermont Central.

The mail agent and his pouch were carried over the Cheshire and Rutland roads on empty engines with instructions to "get through just as quick as possible." George W. Perry was engineer and Niles Aldrich of Bellows Falls was the fireman of the engine that brought the mail over the Cheshire road. Mr. Aldrich in after years often made the remark that "Perry ran her so fast that as we came up around the south end of Mount Kilburn I kept picking out the spots where we should probably land if she left the iron."

18-Ton Wood-Burning Locomotives.

In the first days of the Rutland road 18-ton "wood-burner" locomotives were used on the passenger trains, and it was necessary to "wood-up" twice between Rutland and Summit and four times between Bellows Falls and Summit, at which times all train men, including express messengers and mail agents, lent a hand and were often assisted by the passengers themselves.

First Bellows Falls Station Agent.

The first agent at Bellows Falls of the R. & B. R. R. was Joel Hammond, and the two freight clerks were Ira and Henry Russell. Of Joel Hammond it was said that he was a capable official, a good talker but a very poor speller, and his correspondence shows he would write "Car No. — has not arrived yecht."

Rail Passed Through a Tree.

March 27, 1854, a short time after the completion of the road through to Rutland, a work train from Bellows Falls to the summit had a heavily loaded flat car of rails on the rear end. Going up the steep grade below Healdville the car of rails broke away and running back gained such velocity that it left the track and pitched down a bank into the woods. One rail went entirely through the trunk of a large tree leaving a hole such as a ball from a cannon would make. Many curious sight-seers from this town visited the place.

Engine Lost from Train in Snow.

A few years later a singular accident occurred just this side of the Summit of the mountains between here and Rutland. During a severe snow and wind storm, three engines were attached and sent out from Rutland to plow the drifts and clear the track to Bellows Falls. The forward engine was the "Chester," well remembered by older residents and run that day by H. R. Dyer. Next came the "General Strong" run by George Dennis, and the third was the "New Haven" with "Dad" Foster at the throttle. While descending the steep grade, the Chester left the rails because of a hard crust in a deep drift and went down a steep bank landing upon a stone wall. The other engines did not leave the iron and the snow was flying so thickly the men on them did not notice the loss of Dyer's engine until they were near the next station. They went back and found it, with the engineer and fireman unhurt but not caring to repeat the experiment.

A number of important accidents have occurred upon this road within the limits of this town.

Two Accidents at Lawrence Mills.

In January, 1861, a freight train became derailed on the bridge across the Williams river just above Lawrence Mills, at that time known as "Brockway's Mills." The bridge broke down and fell to the river below carrying with it five cars. On these cars were two trainmen who also fell the whole distance but miraculously escaped injury. Part of the cars were loaded with live-stock and about 70 cattle and sheep were killed.

Another hair-breadth escape from loss of life occurred on the high bridge across the rocky chasm at the mills above mentioned, July 24, 1869. The mail train coming south about noon ran off an open switch just at the north end of the bridge. The train was running at a very rapid rate and it went on to the bridge on the ties. The locomotive went entirely across the bridge before it tipped over and rolled down the bank. Edward Foss was the engineer, George W. Kenney fireman, Starkey conductor and Whitney brakeman. There was also on the engine Mr. McIntyre of Chester, and the three went down with the engine but received no serious injury. When the cars of the train stopped, one of the passenger cars was just tilting over the side of the bridge lying partly on its side, and the passengers in crawling out feared that their weight would tip the car over on to the rocks 80 feet below. Mr. Kenney is still living in Rutland.

Train in Washout in '78, 2 Killed.

December 10, 1878, the evening passenger train leaving here for Rutland about 7 o'clock in charge of Conductor Josiah Bowtell and Engineer Albert Pratt, with Fireman Edward Davis and Baggage-master Kittredge Rice, ran into a washed-out culvert, the first one south of the bridge above mentioned. A heavy rain storm of the day had washed out the embankment leaving frozen earth adhering to the ties and rails so all appeared safe to the engineer. The whole train, locomotive, baggage and passenger car, went into the chasm and the engine was left standing on end leaning against the opposite bank on the tender. Frank A. Kemp of Bellows Falls, the express messenger, and Edward Davis of Rutland, the fireman, were both instantly killed. Engineer Pratt had his collar bone broken, E. W. Horner, roadmaster, of Rutland, had a broken nose, and Baggage-master Rice was severely injured. Conductor Bowtell was painfully bruised, as was nearly every passenger in the train. Mr. Rice is still running on the road, having now completed over 48 years of service.

Slumped Off Mountainside in '88.

April 6, 1888, the passenger train leaving Bellows Falls about 7 p. m. in charge of Conductor S. M. Whitney, Moses Pratt, engineer, and John Pratt, fireman, met with an accident about half a mile above Rockingham station, by which both the engineer and fireman were instantly killed and nearly all the passengers injured. The melting of the winter's snow, aided by warm weather and a severe rain, had loosened the shelf of earth upon which the roadbed was laid so that when the train reached that point the roadbed and train were precipitated down the hill nearly 100 feet upon the meadow below. Large trees which then stood on the embankment below the railroad slid with the moving earth nearly to the river bank, and are still growing in their new location. The whole train went down and the baggage car with the cab of the engine were destroyed by fire.

Express Train All Derailed in '87.

January 14, 1887, the night express north, leaving Bellows Falls at 11.05, was derailed at Williams' Rock, about three miles north of the station. Every wheel of the train except the front truck of the engine left the track, but no car went down the bank, and no one was hurt.

10 Killed at Williams' Rock.

The most recent serious accident occurring in this town on the line of the road, still remembered by many, was a collision near the mouth of the Williams river between an express train going north and a freight coming south on Sunday afternoon, March 14, 1922. An error of the freight men in reading an order for meeting the express at Bellows Falls instead of at Bartonville caused the death of 10 persons, five trainmen and five passengers, and injury to many others.

Railroad Sold for \$22 in 1855.

Early in the history of the Rutland & Burlington railroad, the corporation became financially embarrassed, and in January, 1855, Sheriff George Slate of this village sold at auction here 22,000 shares of stock of the corporation for \$22, it being at the rate of one mill per share of \$100 face value. The purchasers of the road at this price were Hon. William Henry, Jabez D. Bridgeman and Peyton R. Chandler of this place, who became owners and directors of the corporation. They managed it but a short time when a thorough reorganization was effected. Trains Ran Nearly as Fast as Now.

A curious fact is that although great improvements in roadbed locomotives and cars, as well as numerous safety appliances have been made since the first days of railroading in Vermont, a time table of the road issued in 1852 shows that the principal passenger train between Burlington and Bellows Falls ran the distance of 120 miles as quickly as the time table of this year makes it, lacking only 20 minutes. In 1852 the morning train left Burlington at 7.30 and reached Bellows Falls at 12.30. By its present time the train leaves Burlington at 6.45, reaching Bellows Falls at 11.25.

The first passenger conductors of the road between here and Rutland were the late Josiah Bowtell and Daniel Arms of Bellows Falls, both of whom had been engaged in staging along the line previous to the construction of the road. Elisha P. Reed and Henry H. Howe both of Bellows Falls and Rial Deming were other early conductors.

Iron Bar Through Head, Lived.

During the building of the Rutland road, September 15, 1847, a peculiar accident occurred which in all the intervening years has been considered the most remarkable in its results of any recorded in the medical world. A workman named Phineas Gage had a long iron bar blown entirely through his head and brain, by a premature discharge of a blast while making the rock cut a mile east of Cavendish station. The strange thing was that the man recovered and was able to work about 19 years thereafter. It was such a marvellous thing to relate that it was doubted by physicians everywhere and close investigation was made by surgeons from other states. The "tamping bar" was three feet and a half long and tapered at the upper end a distance of eight inches to half an inch in diameter at the lower end. It was very smooth like a spindle to a spinning wheel. The bar entered the head on the lower part of the left cheek, passed through the brain and through the skull at the top of the head. In later years, the man expressed a desire that after his death his skull, as well as the bar that passed through it, should be preserved, and the two are now in the museum of the Massachusetts Medical college in Boston.

CALVIN COOLIDGE TAKES OATH OF OFFICE BY PALE LIGHT OF KEROSENE LAMP

President Is Sworn in by His Father Who Is Notary
Public at 2.47 O'clock in Morning; at 6
O'clock New Executive Shaves Himself
at Sink in Kitchen as Natives Look
Through Window; Later Photo
Is Taken Under Trees, Then
Comes Trip to Rutland.

FIRST CHIEF AND FIRST LADY CALM

(Special to The Herald.)

By STAFF CORRESPONDENT

Plymouth, Aug. 3.—In the flickering rays of light cast by a smoky kerosene lamp, before a time-honored mirror which surmounts the homely sink in his father's kitchen, Calvin Coolidge started his first day as chief executive of the United States of America at shortly after 6 o'clock this morning by shaving with an old-fashioned razor.

Calmly and expertly, while a crowd of the curious gazed in awe through the many-paned kitchen window, the man who took the oath of office as president by the light of a lamp at 2:47 o'clock, after being thrust into the chair by the tragic death of President Harding, stood in his shirt-sleeves and prepared himself for the day and the journey which would take him out of the quiet of his native state and into the maelstrom of his new activities at Washington.

There was no hurry or flurry, no agitation displayed by President Coolidge, his family or followers, either at the time the news of Harding's death was received, shortly after midnight, or during the later morning hours.

At about 6:30 President and Mrs. Coolidge, the president's father, John C. Coolidge, E. C. Grissler, his acting secretary, Congressman Porter H. Dale, L. L. Lane and his chauffeur ate breakfast, the party partaking of the simple meal of wholesome country foods in the dining room in which the president had eaten since a youngster.

Thus fortified President Coolidge and his father, John C. Coolidge, who, as a notary public, administered the oath of office to his boy, posed for their pictures in the front yard of the Coolidge home beneath stately old maple trees under which the president had romped as a child.

It was from the lips of his stalwart father, a man 78 years of age, reared in the Green Mountain state which he revered, that Calvin Coolidge first heard that he had been unceremoniously catapulted into the president's chair.

At shortly after 12 o'clock the quiet of the little hamlet of Plymouth, asleep in its snug mountain nest, was rudely disturbed by W. A. Perkins, telephone central at Bridgewater, who, bursting with the momentous news which had just come to him, thumped loudly on the door of the silent Coolidge home.

Coolidge, Sr., Reads Message.

Finally his insistent knocks were answered and the father of the man whom destiny had made president admitted him and read the scribbled message which made his son the leader of the nation.

Not a tremor passed through the frame of this sturdy New Englander. He merely turned and, mounting to the second floor, awakened the sleeping vice president and imparted to him the soul-stirring news.

Calvin Coolidge Outwardly Calm.

Like his father, Calvin Coolidge received the information with outward calm. The necessity for taking the oath of office as quickly as possible was one of the first thoughts of the new president and he expressed a desire to accomplish this without delay.

Congressman Porter H. Dale of Island Pond, a close personal friend of Coolidge, was at the Adnabrown House at Springfield when he received word of President Harding's death by radio. With him were L. L. Lane, president of the Railway Mail Association of New England, Capt. Daniel Barney and Joseph L. Fountain of Springfield, and the four hurried by automobile to Plymouth and waited upon President Coolidge at his home.

Search for Procedure.

Their arrival completed the simple arrangements for the ceremony incident to swearing in the president, and Mr. Dale and John Coolidge instituted a search for a copy of the United States constitution. They were unable to find it in the Vermont laws of 1906 so the vice president's secretary at Washington was wired to forward the oath immediately.

At just 2:47 o'clock a sober little party gathered in the comfortable sitting room of the Coolidge home for the portentous ceremony.

Swears Fealty to Nation.

With his habitually grave and thoughtful countenance made more sombre by the shadows cast by the lamp which blazed forth to the world that another son of Vermont had shouldered the burdens of his country, Calvin Coolidge swore fealty to his nation and his trust, adding to the impressive oath of office in a tone expressive of the deepest emotion—the first he had exhibited—the words, "So help me God."

There were few witnesses to this sacred vow. Mrs. Coolidge was there, Mr. Coolidge's father, who administered the oath, Mr. Lane, Mr. Fountain, Congressman Dale, Mr. Grissler, the acting secretary, Capt. Barney and Joseph McInnery, Coolidge's chauffeur, were also present.

President Starts For Rutland.

The presidential party left for Rutland at 7:30 o'clock. Mr. Coolidge, sr., had refused the invitation of his son to accompany him saying that the strain and the all-night vigil had tired him and he wished to rest that he might go to the funeral of President Harding.

A car containing newspapermen and part of the president's luggage, was well in the lead of the procession, next came the president's limousine then other cars containing representatives of the press.

The little party stopped just outside the village and President Calvin Coolidge, leaving his car, entered the cemetery and there, beside his mother's grave, he stood alone for a moment, his head bowed and his tall frame stooped in silent, wistful contemplation of the little mound of earth.

Turning, with a new elasticity in his step, he rejoined the deeply moved witnesses of his act and the march to Rutland continued.

Handicapped By Lack of Facilities.

An almost total lack of telephone facilities at Plymouth had so handicapped Coolidge, the press and other officials in keeping in communication with the world, shut out by hills from sleepy little Plymouth, that an emergency call had been sent to Rutland and W. T. Durfee, superintendent of plant of the New England Telephone and Telegraph company, had hastened a gang of men to the village.

By 3:30 o'clock a telephone had been installed in the Coolidge home, wires having been tapped onto the main trunk line 500 or 600 feet away, a telegraph instrument had been installed in the store across the street for the use of the Associated Press and the United Press, and another telephone had been placed on a pole by the wayside for the use of the two press syndicates.

Call Rutland Railroad.

Establishment of telephone service permitted Congressman Dale and Judge Moore to call Rutland railroad officials to see what arrangements could be made for a special train.

The president had expressed preference for an ordinary day coach, attached to the 9.35 local out of Rutland and refused a special train. He did, however, consent to travel in the private car of George T. Jarvis, general manager of the road.

Superintendent G. L. R. French had made arrangements for a special train and the crew was ready to take such a special out of Rutland, but Coolidge declined the privilege.

Has Three Blow-outs Enroute

President Coolidge made the trip to Rutland in a car minus spare tires. His car had had three blowouts the preceding day and new spares had been ordered, his chauffeur said, but the exigencies of the situation demanded an immediate attempt to reach Rutland for the start of the journey to Washington.

The mayor of Rutland had been notified of the president's start for Rutland and had been asked to have police protection at the train for the president. Gov. Proctor had also been notified and he was at the Rutland station to greet President Coolidge.

Secret Service Men

Secret Service men and department of justice agents, hastily summoned from Washington, met the party at Cuttingsville and guarded the president into Rutland. Mayor Dunn and Chief of Police E. H. Lawson met the president at Clarendon and acted as escort to their city.

The president's departure from Plymouth was in itself an occasion which made an indelible impression on the minds of everyone present. Neighbors, old and young, all worshippers at the shrine of their illustrious townsman, came to do him homage, in the forefront of them all being Mrs. John J. Wilder, 85 years old, and Mr. Coolidge's aunt.

President and Aged Aunt Embrace

Tears which she was unable to hold back, coursed down the cheeks of this venerable lady as she kissed her adored nephew and the president, deeply moved, embraced his relative and stifled signs of deeper emotion only by the greatest exercise of the will. He also bade affectionate goodbye to Mr. Wilder.

Mrs. Wilder was the first of a veritable flood of hardy Vermonters eager to grasp the hand of the new executive and bid him Godspeed. One of these, Clarence E. Blanchard, a lumberman and representative Plymouthite, asked what he thought of it all said:

"While we regret very deeply the circumstances which called Calvin Coolidge to the highest office in the land, this is the proudest moment in the lives of us, who are proud to have known him as a boy, playmate and a man of the world."

This staunch friend of Calvin Coolidge was overcome by emotion at this point and could say no more. His heart as those of his neighbors was too full for further utterance.

Bid President Farewell.

Besides Mr. Blanchard there were present to bid farewell to Vermont's noted son, E. J. Blanchard, R. H. Hyde Leslie, S. N. Weeden, Fred W. Perkins of Bridgewater; H. G. Ayer, Allan J. Brown, Miss Florence V. Cilley (postmistress), Mrs. C. H. Derby, Violet Derby, Miss Ruth Slack, Miss Ruth Aldrich and Miss Violet Hickory.

Persons who had learned of Harding's death and Mr. Coolidge's succession to the office of president, began arriving at the Coolidge home at about 4 o'clock. Among them were Judge and Mrs. Julia A. Willcox and daughter.

It was a long night for Mr. Coolidge's trusted chauffeur and secretary. They roomed at Bridgewater, several miles from Plymouth, and when news was received of Harding's death, they hastened to the side of the president. There they witnessed the ceremony of administering the oath of office and then retired. The chauffeur, McInnery, made himself comfortable in the shed, in the bed in which the president had been born in the house across the street, 51 years ago the Fourth of July.

The hectic scenes of the early morning hours at and on the way to Plymouth were not without their occasional touches of humor. A carload of newspapermen, all of whom had been to Plymouth and back to Ludlow and were returning to Plymouth, came to blows with a cow, coming off decidedly second best.

They were careening along, anxious to reach the side of the president, when, nearly at their objective, cattle, being let out by a farmer, crossed the road. Into one of these bovines, the press car crashed knocking the animal down and running over her.

Car Gets Worst of It.

The cow never ceased chewing her cud but got nonchalantly to her feet and walked away while the car hobbled into Plymouth with the radiator leaking a stream and the fenders crumpled. The car was driven by a young woman and the reporters were forced to get another car from Rutland.

President Coolidge's secretary and chauffeur saw their chief safely off at Rutland and returned to Plymouth. From there they went to the Coolidge home at Northampton, Mass., for some of the president's belongings, and will go to Washington tomorrow.

MRS. COOLIDGE TRAVELING IN TAILORED SUIT

Tastes of Vermonter Who Has
Become First Lady of
Land Are Simple.

Grace Goodhue Coolidge, the First Lady of the Land, was regarded with great interest by the women of Rutland who were at the train yesterday morning as the presidential party passed through this city. She was the subject of unusual attention, first, because of the position she is to occupy, second because she is a Vermonter, and third because she is a woman.

It was on account of the third reason that she was the center of attention to the women of Rutland who wondered what the president's wife was wearing. Mrs. Coolidge, who always dresses in keeping with her charming personality, was gowned in a dark tailored suit with simple lines.

The coat, which she left unfastened, displayed a white waist, decorated by embroidered collar and cuffs, and a frilled front.

Mrs. Coolidge was wearing a dark wide-rimmed hat of the new fall style.

Mrs. Coolidge is doubly a Vermonter, because of birth and because of education. She was born in Burlington and is a graduate of Edmunds high school in that city. She is also a graduate of the University of Vermont.

At the latter institution, Mrs. Coolidge has left a fine record. She was a member of the honorary dramatic society, Masque and Sandal, in virtue of having a major part in some of the college plays. She was also a member of the Women's Glee club, and of Pi Beta Phi fraternity. This fraternity has had the honor of entertaining her at receptions during her visits to Burlington in the last three years.

After she had received her degree from the university, Mrs. Coolidge taught for some time in the Clark school for the deaf at Northampton, Mass. This woman, who has in the past few years been regarded with nearly as much interest as Mrs. Harding, has a charming appearance, and instantly wins friends on account of her pleasing personality. The women of Rutland who saw her yesterday could not help but feeling that they were in the presence of a woman who deserved the title of "The First Lady of the Land."

HIGH SCHOOL AWARDS

EIGHTY-FIVE DIPLOMAS

Commencement Exercises Held
at Armory; Dr. C. O. Judkins
of Glens Falls Speaker.

Telling the 85 graduates of the Rutland high school that their play days are done, that they are now men and women and must be called to duty. Dr. C. O. Judkins of Glens Falls, orator of wide-spread fame, drove home the need for education and intellect in his graduation address at the Rutland armory last evening.

"America's World Work and Education for the Many," was the theme of the doctor's able discourse and in his introduction he made the statement that the high school graduate is qualified far above the average for American leadership. Many are ignorant, he said, only a small percentage go through high school and thus it is that America depends upon those who do for guidance.

The doctor expressed the belief that the greatest commencement need is to lay responsibility upon man and womanhood as there is today a prevailing irresponsibility which sends young people through high school and college in the wrong mood. He urged youth to leap from childhood to maturity and assume the world's burdens.

The doctor reviewed America's place and work in the world, told of the problems confronting the nation today, dealing to some length with the League of Nations or World Court question and saying that some such goal as an international government encroaching upon the prerogative of no government, is that of the United States, the greatest aim in human history.

In closing he told what education is and the relation of intellect, education and knowledge and stressed the necessity for a high average world knowing intellect.

While the high school orchestra played a march, "School Comrades," the class, headed by President Whitney Cooke, marched down the center aisle, through the side rooms and onto the stage with the audience standing.

Music by the orchestra and chorus, prayer by Rev. Edward C. Boynton, pastor of the Congregational church, and the salutatory, "The Aim of Education," by Herbert Milton Davison, jr., preceded Dr. Judkin's address.

After another orchestral number, Mary Waters Cooper gave the valedictory, "How Vermont Was Made," the school chorus sang and Walter S. Fenton, president of the board of school commissioners, awarded the diplomas to the class of 85. George N. Harman presented the University of Vermont scholarships and the Harvard Alumni book prize was presented to William R. Pond, jr., by James P. Leamy. The Harvard clubs of New England have also presented the school a scroll.

The singing of America, benediction by Mr. Boynton and march, "Spirit of Victory," by the orchestra, completed the program.

The head ushers were Florence Lockerby, 1924, and Harriet Beane, 1924.

List of Graduates.

The graduates:

Clifford Lister Adams, Wilfred William Anderson, Roland Sigurd Aronson, Hazel Marie Atwater, Doris Beardsley, Mabel Genevieve Belden, Dorothy Anna Bixby, Marion Alice Bolster, Ruth Winifred Bolster, Robert Joseph Bove, Helen Ruth Brock, Mary Frances Bruten, Bernard Patrick Canty, Alice Bernice Carruth, Jessie Ellen Chase, James Whitney Cooke, Mary Waters Cooper, Elaine Louise Davis, Ralph Sherman Davis, Herbert Milton Davison, jr., Avis Ione Dole, Francis Hugh Duffy, Harold George Eddy, John Anthony Foley, Robert Leland Frost, Mildred Cecile Grower, Charles Albert Hall, Hazel Mary Hall, Ernest Lyman Harrington, Ruth Harwood, Howard Hiram Haskins, Marjory Catherine Howe, Dorothea Mae Humphreys, John Sherman Hunt, Royal Estabrook Hunt, Edmund Francis Hurley, Ruth Mary Lada-bouche, Harriette Lawrence, Ruth Doris Lillie, Clarence William Loiselle, Arthur Newell Lovett, Thomas Francis Mangan, Louis Joseph Martel, Helen Matthews, Mary Caroline MacDowell, Mary Catherine McCormick, Gerald Bernard McCue, Raymond Joseph McGarry, Fritz Rudolph Metzger, Hazel Ina Mills, Philip Gooley Moloney, Philomene Gabrielle Monette, Alzina Morgan, Bernicia May Nason, Charles Francis Navin, Ruth Catherine Noyes, Harold Guy Parkhurst, Richard Joseph Patnod, Gertrude Belle Ranberg, Mildred Evangeline Ranger, Lemuel Albert Ransom, Theodore Peck Roberts, Olena May Rogers, Doris Mary Rowe, Mildred Edna Rowe, Francis Frederick St. Louis, Esther Sophia Salmonson, Clarence Herbert Seward, Francis Benedict Shaw, Virginia Sherman, Francis Smart, William Joseph Snyder, Archie Joseph Solari, Angelo John Spero, Reginald Henry Strubbe, Esther Elizabeth Thomas, Mildred Thomson, John Tynan, Lawrence Langdon Ward, Philip Weiss, Mary Clark Wheeler, Karl Lee White, Mabel Justina White, Charles Lucius Willard, Freda Mary Young.

The honor students:

Roland Sigurd Aronson, Mabel Genevieve Belden, Dorothy Anna Bixby, Bernard Patrick Canty, Alice Bernice Carruth, James Whitney Cooke, Mary Waters Cooper, Herbert Milton Davison, jr., Ruth Harwood, Marjory Catherine Howe, Dorothea Mae Humphreys, Harriette Lawrence, Helen Matthews, Mary Catherine McCormick, Lemuel Albert Ransom, Francis Frederick St. Louis, Archie Joseph Solari, Esther Elizabeth Thomas, John Tynan, Lawrence Langdon Ward.

University of Vermont honor students:

Mary Waters Cooper, Roland Sigurd Aronson.

Final Assembly Today.

The final assembly of the Rutland high school for the year will be held at the building this morning at 9 o'clock, when all classes, freshmen included, will gather and participate in a program of "stunts." The final report cards will be given out, the domestic science prizes announced and the baseball letters awarded.

Graduation week will close this evening with the annual senior reception at the high school.

Nine members of the graduating class, who were members of the high school orchestra, yesterday presented Conductor F. C. Phillips a silver-mounted, ebony baton inscribed with his name.

Rutland Daily Herald
June 22, 1923

JUNIOR HIGH COURSE COMPLETED BY 175

Certificates of Promotion
Awarded by Principal Sar-
gent; List of Graduates.

Graduation exercises were held at the junior high school yesterday when 175 boys and girls received certificates of promotion, signifying that they are eligible to enter the high school next fall. On the decision of the class and others concerned the program was of an informal character, the certificates being presented by Principal W. A. Sargent. The exercises were held at the Longfellow building.

The list of graduates follows:

James Abatielle, Gordon Everett Ackley, Mary Alexander, Lawrence Amblo, Dorothy Anderson, Elsa Anderson, Robert Anderson, Lincoln Baird, Jeanette Baldwin, Mildred Ball, Tillie Ballard, Flavia Bartalena, Mildred Billado, Lucy Bingham, Cornelia Blanchard, Henry Blicharz, Clarence Bowen, Catherine Boyden, Lillian Brewster, Edward Briggs, Leta Brown, Walter Brown, Emma Bruzza, Harold Burke, Francis H. Burnham, Mary Butterfly, Robert Campbell, Dorothea Carbine, Robert Carbine, Dorothea Carpentier, Francis Cayea, Walter Cendrowski, Annette Chamberland, Joseph Chamberland, Mildred Cheney, Clementine Cioffi, L. Chester Clark, Helen Colburn, Edna Cole, Gerald Copps, Ellen Cosgrove, Mary Gertrude Coyne, Donald Crossman, Harold Crossman, Wayne Crossman, Richard Dagg, Albert Davis, James Davis, Jean Davis, Jessie M. Davis, Kendrick Day, Edna Dennis, Genevieve Desmarais, Thelma Desmarais, Elaine Dicklow, Helen DonLeavy, Harry Paul Dorion, Rosina Draper, Pearl Duell, Joseph Dyer, Julian Eaton, Leon Eaton, Francis Eddy, Edith Erickson,

Robert Farr, Janet Fisk, Earl Fitzgerald, Mary Flory, Ethel Foster, Helen Frankiewicz, Laura Franzoni, Gerald Freelin, Lillian Fregosi, Carl Fresell, Marfisa Fusco, Vivian Gage, Stephen Gallipo, Mabel Germon, Anthony Gorruso, Hubert Gosselin, Katherine Grandy, Bernice Hall, Donald Harrington, Gerald Harrington, Lorraine Hendee, Charlotte Hesse, Otis Hewitt, Paul E. Hill, Harry Holden, Louise Holden, Harold Holden, Clara Hunt, Palmer Jillson, Harman Johnson, Dorothy Kelley, Laura Knight, Sara Knight, George Knight, Edith Lapoint, Charlotte Larock, Ola Larock, Hope Lavalley, John Lawrence, Edward Layden, Margaret Lear, Albert Lefevre, Romeo Lafrancois, Helen Leonard, Nathalie Lewis, Charles Littler, Walter Logan, Mildred Longe, Thomas Lynch, Dorothy McCoy, Donald MacGillivray, Donald McIntosh, Stanley Mahan, Theodore Marceau, Rose Matt, Bernard Mecier, Emilie Mercure, Helen Mitchell, Joseph Mondella, Raymond Moore, Raymond Morse.

Elizabeth Nason, Marie Nichols, Marcella Noiseaux, Herbert Olson, Glenn Parsons, Laura Payne, Mary Phillips, Fred Pockette, Harold Pratt, Marcia Puckridge, Elizabeth Purdy, Alfred Rabidou, Earle Rabidou, Stewart Ranger, Elmer Rawson, Virginia Reed, James Reedy, Adeline Ricci, Charlotte Robinson, Edith Robinson, Mildred Rousseau, Earle Routier, John Russell, Chester Rutkowski, Luigi Sabatano, Francis Sabourin, Robert Sanders, Lawrence Seward, Eva Sheldon, Walter Sherman, Cecelia Slater, Marie Small, Doris Smith, George Smith, Frances Smith, Leona Snyder, Harry Soulia, Winthrop Spencer, Dorothy Spicer, Harry Stafford, Mary Stapleton, Raymond Stoodley, Helen Strubbe, Stella Tosi.

Helen Tuggey, Dorothy Vondette, Priscilla Vondette, Roland Walter, Doris Walters, Irene Whittemore, Robert Wilson, Aileen Wood.

Rutland Daily Herald
June 26, 1923

BISHOP RICE AWARDS GRADUATION HONORS

Commencement Exercises of Mt. St. Joseph Academy and St. Peter's School Held.

The 41st annual commencement of Mt. St. Joseph academy was held last evening at St. Peter's hall. Bishop Joseph J. Rice of Burlington conferred the graduation honors. The Gaffney scholarship was awarded to Irene Rita Francis of St. Peter's school; subscriptions to Ave Maria to Mary V. Crowley, academy, Robert J. Powers, St. Peters, Patrick H. Connor, Holy Innocents; Holy Name prizes, first, Edward M. Shinney; second, Thomas A. Reardon. About 600 persons were present.

The Graduates.

The names of graduates in the various departments follow:

Mt. St. Joseph's Academy.

Grammar course—Doris Francis Beauchamp, Pearl Louise Gibson, Madeline Frances White, Maud Irma Collette, Anne Gladys Murray, Mary Margaret White.

Bookkeeping course—Florence Margaret Eddy.

Stenographic course—Catherine Agnes Healey.

Commercial course—Doris Pauline Bacon, Francis Elizabeth Curtis, Marion Green Edgerton, Mary Amorette Lormon, Sarah Agnes Nallen, Eleanor Ann Canty, Margaret Anne Daley, Victoria Margaret La Vecchia, Gertrude Maude Martin, Dorothy Marie Weeks.

High school course—Catherine Elizabeth Barrett, Teresa Francis Bove, Helena Cecilia Gorman, Francis Teresa Kingsley, Helena Patricia Moloney, Elizabeth Frances Raiche, Marie Agnes Reilly, Catherine Margaret Sullivan, Mabel Agnes Welsh, Mary Mildred Batchelder, Mary Veronica Crowley, Teresa Loretta Healy, Mary Elizabeth Mangan, Kathleen Mary Powers, Madeline Mary Reedy, Mary Loretta Stewart, Ellen Irene Varney, Mary Margaret Welsh.

Violin course—Mary Helen Cook, Philomene Gabrielle Monette, Sarah Rebecca Mintzer, Mary Agnes O'Brien.

Pianoforte course—Doris Pauline Bacon, Anna Rose Dutelle, Thomas Francis Mangan, Teresa Frances Bove, Helena Cecilia Gorman, Elizabeth Genevieve McMahon.

Normal course—Emma Marguerite Ianni.

St. Peter's School.

Grammar course—Joseph Andrew Avery, Gertrude Helen Cassidy, Elsie Mary Cleary, Catherine Teresa Conway, Pierina Viola Crosta, George Michael Daley, Priscilla Mary Dean, Nicolena Frances Foti, Reba Katherine Gillespie, Charles Bernard Halpin, Georgiana Clare Harrington, Mary Teresa Hogan, Donald James Kehoe, Eileen Caroline Loveday, Pauline Teresa Mangan, Charles John Marro, Gertrude Elizabeth McDevitt, Gertrude Ethel McMahon, James John Muscatello, Thomas Aloysius Reardon, Rose Dominica Ross, Eileen Ursula Ryan, Mary Ellen Stanley, Janet Josephine Bove, Antoinette Marie Cioffi, Anna Teresa Connors, Mary Agnes Crosby, Mary Catherine Culver, Emma Mary Dalto, Marion Elizabeth Foley, Irene Rita Francis, Mary Veronica Goyette, Roy Edward Hannon, Margaret Mary Hogan, Veronica Anna Hurley, Gertrude Elizabeth Lloyd, Donald Frederick Lorette, Robert Joseph Mangan, Lucy Martha Marro, Irene Marion McGinnis, Gerald Edward McLaughlin, Guido Samuel Paolucci, Catherine Agnes Rockwell, Hugh Francis Rounds, Edward Martin Shinney, Esther Helen Turner, Mary Gladys Warren.

Bookkeeping course—Francis Joseph Martin.

Stenographic course—Mary Catherine Hurley.

Commercial course—Margaret Catherine Edinger, Agnes Veronica Flynn, John Joseph Hogan, Anna Patricia Pillion, Mary Helen Foley, Joseph Francis Flynn, Helena Agnes McClure, Robert Joseph Powers, Daniel Michael Walsh.

OVER 500 KNIGHTS TEMPLAR IN IMMACULATE UNIFORMS MARCH IN ANNUAL PARADE

Fourteen Commanderies in
Procession Which Features
Vermont Conclave Here;
Reception to Visitors.

The first day of the 81st annual conclave of the Grand Commandery of Vermont, Knights Templar and appendant orders, which is being held with Killington commandery of this city, closed last evening with a ball at the armory which opened at 9:30 o'clock with a grand march led by Right Eminent Sir Arthur W. Farnsworth of this city, grand commander of the Knight Templars of Vermont, and Mrs. Farnsworth.

The ball ended festivities which started early in the afternoon with a parade of more than 500 Knights in full panoply who marched through Rutland's streets which were lined with hundreds of interested spectators.

Early in the day, uniformed men wearing or carrying sword and buckler began converging in Rutland and more specifically at the Masonic temple on Washington street. They came by train and automobile, many of them bringing their families for the big annual event of the order.

Parade Imposing Affair.

The parade drew and held the attention of everyone in the early afternoon. Between South Main and Prospect streets the visiting commanderies and accompanying musical organizations formed, the intersecting streets accommodating detachments which joined the line of march as it passed on the way to Merchants row.

Behind a representative group of Rutland's guardians of the law and a platoon of the national colors, standing out in beautiful relief against the deep-blue background of the May sky, the long line of bobbing white-plumed chapeaux swung in a column of fours down Washington street to Merchants row, north to West street, up that street to Wales and south, down Center to the row again and south to Washington up which street the Templars marched to Main street park.

The organizations formed a colorful and inspiring half-mile procession. The dark blue uniforms of the knights embellished by insignia, swords and belts, the whole surmounted by the

striking chapeaux, in themselves were a picture. This dark blue column was punctuated by Old Glory and banners of the several commanderies, and in striking contrast to the uniforms of the templars were those of the North Adams Kiltie band which marched in its scarlet plaids with bagpipes screeching and drums beating.

Reviewed at Temple.

On the first leg of the march, the procession passed a reviewing stand in front of the Masonic temple where the men came to salute before Grand Commander Farnsworth and his suite composed of:

Fred W. Briggs of Brandon, department grand commander; Henry L. Ballou of Chester, grand generalissimo; Secretary of State Aaron H. Grout of Newport, grand captain general; Frank L. Small of Barre, grand sword bearer; William H. Nichols of Bennington, grand junior warden; Rev. Alfred C. Wilson of Poultney, grand prelate; Frank Adams of Bellows Falls, grand treasurer; Henry H. Ross of Burlington, grand recorder; Zeno L. Waterman of St. Johnsbury, grand standard bearer; Ferris R. Vaughan of Brattleboro, grand sword bearer; Thomas E. Cheney of Morrisville, grand warden; R. H. McCorney of St. Albans, grand captain of the guard.

Killington Drills Alone.

At the park, a competitive drill was to have been staged in a roped-off square. Failure of entries to appear gave the silver cup to Killington Commandery Escort of Rutland which, under the command of Linton E. Lockery, went through the intricacies of a difficult drill with clock-like precision. There was band music at the park and the knights marched from there to the temple where they disbanded to go to their hotel headquarters.

Grand Commander's Address.

Last evening at 7.15, a reception was held at the Masonic temple for the distinguished visitors and Grand Commander Farnsworth delivered an address, a portion of which follows:

"One more year has been checked off the record of time carrying with it all the joys and all the sorrows with which it was freighted. And once more we are permitted to meet for the 81st annual conclave of this grand commandery. How many have gone down into the dark valley in the year that is past we know not but we do know

that the sands of life are dropping one by one. Hands that once greeted us warmly are cold and pulseless and many have gone.

"It should fill our hearts with gratitude and thanks to Almighty God that, while to many has come the call to go a little higher, the breezes of life and health and happiness have been wafted to us and we again have the privilege of meeting as the representatives of Templarism in this grand jurisdiction and take into consideration those interests so dear to us as Templars.

"It is with a great deal of pride and satisfaction that we welcome the distinguished visitors from our neighboring states and we trust that the memory of their visit among us will linger with them pleasantly and that we may have the pleasure of having them with us many times in the future.

"While there are many disturbing elements at work in the world, while we are still in the process of assimilating the effects of the great war, we should realize that we yet have a great deal to do to bring about more stable conditions, for what the world needs today is an infusion of constructive thought in her commercial and political life.

"Not so much paternalism in government as more fraternalism among men; the baptism of human sympathy of fellowship and of brotherhood; not less praying but more doing; not less preaching but more practice. A prayer for the relief of the poor is often but a petition that the Almighty will move some other person's heart to pity while our own remains unaffected.

"When your neighbor is touching the bottom of the flour barrel a sack of flour is the best prayer a man can offer. As we look around us and behold the great family of man pursuing their thousand devious ways, let us remember that all are brethren, all having one common origin and destined to one common end. And as our hearts expand with sympathy let their impulses be regarded as the dictates of beauty and let each for himself remember that lesson which teaches 'the path of virtue is the way to happiness.'

"The simple truth is the result of all the deductions of religion and philosophy and, while it is our duty as men, it is more our duty as templars to recognize its force. Follow then the path of virtue. Let your aspirations to Heaven be grateful as the incense, your love warm as its flame and our charity profuse as its fragrance. Let your hearts be pure as its altar and then you will become pillars of wisdom, strength and beauty, adorning and upholding the majestic edifice of templarism, pillars upon which it will continue to stand until that time when, amid the universal wreck, the

darkness of the night, shall fade."

Commander Farnsworth alluded to the illustrious dead and to the members who have died during the year. They were Dr. Jesse E. Thomson of this city, Rev. A. J. Hough of Lebanon, N. H., and Dr. Eugene Weston of Vergennes. He reviewed the official acts and dispensations, spoke of the condition of the order and the observance of Holy Days and gave a report of inspections. One new commandery, Flanders of White River Junction, was established last year.

Deeds Not Thoughts.

Concluding he said:

"The time is fast approaching when, much to my regret, I shall cease to be an officer in this grand body. Eight years ago when I was first elected to an office, it seemed like a long road but the many pleasant associations, the many friendships I have formed and the many courtesies I have been shown, have made the years grow shorter and shorter and the eight years seem like a dream. But we live in deeds, not years, in thoughts not in figures on a dial, and we should count time by heart throbs for he lives most who thinks most, who feels the noblest and acts the best.

"I want at this time to express my thanks to Killington commandery for the confidence they have reposed in me, for it has been through them that I have been allowed to attain this high station in Templarism. Their unflinching devotion has served to stimulate me to higher endeavor and I trust that I may in some measure, by service to them, repay for their many kind acts."

A concert and entertainment was given at the Armory prior to the start of the dance. E. F. Ireland of this city sang, Arthur and Danny Farnsworth, sons of the grand commander, gave a violin and cello duet, and Miss Mary Whedon of Granville, N. Y., daughter of W. H. Whedon, gave a fancy dance. Supper was served at 11 o'clock.

Building Decorated.

The armory was gaily bedecked with flags and flowers and the streets through which the knights marched were gay with the national colors.

Twenty past grand commanders were here for the big meeting and Charles H. Rice of Claremont, N. H., deputy grand commander of the grand commandery of New Hampshire was among the visitors. Fourteen commanderies and four bands, were in the line of march. The Hudson Falls commandery attended the meeting and marched in the procession.

A business session will be held this morning at 9 o'clock at which officers will be elected and installed.

Visiting women will be entertained this morning and taken sight-seeing

Rutland Herald
July 16, 1923

TO BEGIN WORK TODAY ON NEW CATTLE BARN

Will Permit Fair to Accommodate 50 More Animals Than Now Possible.

Announcement was made yesterday by the officials of the Rutland Fair association that work would be started this morning on the construction of another cattle barn to be located in the southwest corner of the grounds, beside the other six barns. It will be of the same size as the others, 70 by 30 feet, and will take care of about 50 head of cattle.

Each of these barns is equipped with the latest conveniences, including electric lights and running water. The new barn, which will be of the same design as the six cattle barns now in place, will have a large passageway in the center for use of spectators. There were over 500 head of cattle entered in the classes last year, and, according to present applications, it is anticipated this year's record will surpass 1922.

Aside from the seven barns, the association has a big tent which will also be lighted and specially equipped to care for cattle. All barns and the tent are furnished with hay and straw by the fair association. The barns are all thoroughly disinfected each year, according to the state and federal regulations, for the prevention of the starting or spread of cattle diseases.

Because of the growth of the cattle department, the officials have decided to change the location of the judging ring. It will be located a short distance north of the cattle barns, but it will be on the lower level. It will be enlarged to make a ring 125 by 35 feet and, with the slope in the land, there will be provided a natural grand stand for those interested in the judging.

The fair management is in touch with the owners of herds of Aberdeen-Angus cattle and there will be one or two groups of this breed at the fair. The animals are a beef breed and will be of great interest among the dairy herds in the other classes, it is believed.

The Rutland News
September 21, 1916

GRAND STAND IS NOW ALL PAID FOR

Cattle Barns At Fair Grounds Are Also Out of Debt—Statement by Grand Stand Association.

The grand stand and the new cattle barns at the fair grounds are now free from debt. In 1909, when the old grandstand was badly damaged by fire, a number of public spirited citizens banded together and formed the Grand Stand association, agreeing to provide the money for building a new structure. By this same method the six new barns were later constructed. A report just issued by W. A. Onion, who succeeded the late A. G. Adams as treasurer of the association, shows that the stand and the barns have been entirely paid for and that all subscriptions have been paid back, with interest. The present fine grandstand cost \$3000 and the barns \$6000 additional.

Mr. Onion's statement follows:

The total grand stand receipts from the sale of tickets, privileges, etc., for the fair year, September 4, 5, 6, 7, and 8, 1916, amounted to \$2865.45.

Statement of Fund.

| | |
|------------------------------|-----------|
| Balance from 1915..... | \$1556.15 |
| Int. Sept. 1, 1915, to Sept. | |
| 1, 1916 | 93.37 |
| | 1649.52 |
| Dividend No. 5, 1916..... | 1649.46 |
| | .06 |

Cash Statement for 1916.

| | |
|---|---------|
| Cash on hand from 1915 | \$15.01 |
| Expenses, postage, stationery, etc. | 4.00 |
| Expenses, postage, stationery, etc., 1916 | 4.50 |
| Balance | 6.51 |
| Receipts, 1916 | 2865.45 |
| | 2871.96 |
| Dividend No. 5, 37 at \$44.58 | 1649.46 |

Balance

The above balance of \$1222.50 has been paid over to the Rutland County Agricultural society, as the subscribers to the fund for building cattle barns have now been paid in full.

The Rutland News
August 28, 1917

OMISSION OF FAIR WON'T AFFECT DEED

**Failure of Rutland to Hold Ex-
hibition This Year Will Not
Cause Grounds to Revert
to Original Owners---
Expert Advice
Secured**

The officials of the Rutland County Agricultural society have been in a quandary for some time as to how to prevent their deed of the fair grounds in this city becoming void in view of the fact that the fair of this year has been declared off at the order of the state board of health on account of the infantile paralysis cases in Washington county. There is a clause in the deed of the property to the society from the Chaffee family which provides that if there is no fair at the enclosure in any one year the grounds shall revert to the original owners, which would mean that the society would lose not only the property but a large amount of money spent in improvements.

Attorney W. B. C. Stickney of this city, one of the best legal authorities in Vermont, has been consulted by the fair management and he has assured them that the circumstances surrounding the omission of the 1917 fair are such that the agricultural organization need not fear that the suspension will nullify the deed.

Mr. Stickney's opinion is in substance that the reversion provision in the deed was in the interest of the public; to make it sure that there would be an exhibition each year. The prohibition of the health board is also a measure in the interest of the public and they in no way conflict according to the belief of Mr. Stickney. The agricultural society officers have decided to abide by this decision.

Rutland Herald

October 6, 1848

THE HERALD,

WEDNESDAY MORNING, OCT. 6.

RUTLAND COUNTY FAIR.

The second annual fair of the Rutland County Agricultural Society holden on Wednesday and Thursday of last week, was such an one as could not fail to gratify all in attendance, and inspire a just feeling of interest and pride, in our truly noble and prosperous county. We have seldom if ever seen a larger collection of the citizens of the county together than was assembled on this occasion; and the showing made by the farmers, mechanics, artisans and last, though not least, the ingenuity and handy work displayed by the ladies of the county, was far more imposing than the most sanguine could have expected, and was such certainly as no county in Vermont or in New England need be ashamed of.

In another column will be found the awards of the various committees, and of course in these reports will be found enumerated all the articles, which, according to the regulations of the fair, were entitled to premiums. But meagre indeed would be the idea formed of the richness and beauty displayed on this occasion, by the simple perusal of this report. Many articles were exhibited which under the rule of the society were not entitled to premiums; but there was nothing presented that was not well *worthy* of one. Where every thing displayed was of its kind so good, it would seem invidious in us to particularise or make comparisons; and had we the necessary space or the inclination, we should find it exceedingly difficult to do so, even to our own satisfaction. Indeed, our sympathies on this day were highly excited in behalf of the various committees who were called upon to make the nice discriminations necessary to guide them in making their reports.

Oxen were *oxen* on this day of days; and it may be said of all the different varieties of animals in the exhibition, they were what they purported to be; and all seemed to vie with each other to do honor to themselves and their owners; even the *swine* tribe put on no borrowed airs, but each appeared ambitious to show himself the *greatest hog!* and seemed satisfied in grunting his own praise, and his defiance of all rivalry. That they were a *hogish* set of animals, all—in the refined language of the 'Bowery boys,'—had "best believe."

The showing of butter, cheese, maple sugar and we may say of every variety of farm produce as well as of mechanical and household work, was much larger and better than that of last year, and, indeed, we may in conclusion say, that there was not from the most noble animal to the smallest specimen of mechanical skill, or the least useful article of fancy work—a single thing placed in this exhibition that did not speak the praise of old Vermont, and do honor to the enterprise, intelligence and spirit of our people.

It was our design in the commencement of this brief notice, *not* to specify a single article presented on this occasion, but, as we have been so often asked *why* the Town Clock of Mr. Bennett was not embraced in the report of the appropriate committee for an award, we feel it incumbent upon us, not only in justice to Mr. Bennett, but to the committee also, to say a few words in relation to this particularly handsome and highly creditable specimen of Vermont mechanism.

This clock, as is generally known here, has recently been constructed by Mr. Bennett, and is designed for the Court House in this village. *and* there certainly were few, if any, articles exhibited at the fair that attracted more attention than this, and the expression of admiration of it was universal. We understand however that the committee, regarding this article as one entirely for *use* and not for *show*, and holding to the old adage that the "proof of the pudding is in eating the bag," and inasmuch as this clock had never been *proved as a time keeper*, they did not feel at liberty to award to Mr. B. a premium for it. Whether or not the committee mis-judged in this matter is not for us to say. They doubtless acted in strict accordance with their best judgment, and as they were none of them to our knowledge practical mechanics, their decision was not perhaps a very strange one.

But we have already said more in relation to the fair than we had intended, and we can only add our hope that the harmony and good feeling that seemed to pervade this association of rival co-workers on the occasion alluded to, may continue, and that the efforts now being made to exalt to their proper standard the science of agriculture and the mechanic arts among us may not prove unavailing.

FAIR OF THE RUTLAND COUNTY AGRICULTURAL SOCIETY HELD AT RUTLAND ON THE 29TH AND 30TH DAYS OF SEPTEMBER, 1847.

On the first day of the Fair, the Board of Managers together with the Committees to award the Premiums met according to appointment. Present a quorum of the Board.

The President took the Chair, and the vacancies in the several committees were filled.

At 1 o'clock the several committees entered upon their duties.

On the second day, at 11 o'clock, an eloquent and instructive Agricultural Address was delivered by the Hon. George P. Marsh.

On motion of Dr. Goldsmith
Resolved, That the thanks of the Rutland County Agricultural Society be presented to the Hon. George P. Marsh, for his able and interesting address, delivered before the Society.

Resolved, That a Committee be appointed to request a copy of the address for publication.

The President appointed Hon. George T. Hodges, Dr. Middleton Goldsmith and — a committee.

At 1 o'clock P. M., The Committees reported and the following premiums were awarded:—

Vegetables and Fruits.

Best 6 heads of Cabbage, F. Button, Clarendon, 50
" 6 Pumpkins, A Barnes, Rutland, 50
" 6 Mellons, W. Chatterton, Rutland, 50
Largest Squash, H. Stanley, Poultney, 50
Best variety of Squashes for table use, P. Edgerton, Clarendon, 50
Best lot of Apples, not less than 5 sorts and 5 of a sort, C. B. Ranney, Fairhaven, 1,00
Best lot of Plums, 25 in number, A. Hitchcock, Pittsford, 50
Best 6 bunches Grapes, R. V. Marsh, Brandon 1,00
2d best, do, A Barnes, Rutland, 50
Best lot of Pears, 25 in number, Silas Bowen, Clarendon, 1,00
2d best do, C. G. Boardman, Rutland, 50

Nurseries and Shade Trees.

Best nursery Fruit Trees 1-8 acre, John Cain, Rutland, 3,00
Best 50 Maple Trees, transplanted in or near the highway, Amos Hitchcock, Pittsford, 5,00
2d do, John Cain, Rutland, 3,00

Stud Horses.

Best Stallion 5 years old and upwards to A. Hilliard, Danby, for his horse Consul, 8,00
2d best do, to Royal Bullock, Fairhaven, for his horse North American, 5,00
3d best, do, Joseph Gaskill, Clarendon, for his horse Magnum Bonum, 3,00
Best Stallion 4 years old, J. Morgan, Middletown on his horse Delancy, 3,00
2d best, do, Wilson Proctor, Benson, for his brown horse, 3,00
3d do, D. E. Rust, Orwell, for his bay horse, 2,00
Best Stallion, 3 years old, J. Burnham, Middletown, horse Young Hamiltonian, 3,00
2d do, S. Bradley, Hubbardton, horse Charles, 2,00
3d do, S. Blodget, Brandon, horse Tippoo, 1,00

Horses.

Best Brood Mare, A. Newton, Clarendon, 4,00
2d do, Z. Dewey 2d, Poultney, 3,00
Best Gelding or Mare 5 years old or upwards, J. L. Hammond, Orwell, 3,00
Best do, 4 years old, T. Tyrrell, Middletown, 3,00
Best do, 3 years old, A. Hilliard, Danby, 3,00
Best 2 year old Colt, A. Newton, Clarendon, 2,00
Best yearling Colt, J. R. Noble, Timmouth, 2,00
" Sucking Colt, S. P. Curtiss, Clarendon, 2,00
" pair matched Horses, R. Hall, Wallingford, 4,00
2d do, S. W. Hodges, Clarendon, 3,00

Neat Cattle.

Best Bull 2 years old, A. Buck, Pittsford, 3,00
2d do, H. D. Noble, Timmouth, 3,00
Best yearling Bull, R. Hall, Wallingford, 3,00
2d do, N. Holt, Pittsfield, 2,00
Best Bull calf, C. S. Rumsey, Hubbardton, 2,00
2d do, J. W. Noble, Timmouth, 1,00
Best Cow, 4 years old or upwards, Perry Smith Clarendon, 5,00
Best Cow 3 years old, Henry Lester Rutland, 3,00
Best 2 year old Heifer in milk, F. Button Clarendon, 2,00
Best yearling Heifer, J. L. Billings, Rutland, 1,00
The cow that makes the most and best butter in any two weeks in June on grass only, to P. K. Osgood, Rutland, 3,00
2d do, Henry Howard, Clarendon, 2,00

Working Cattle.

Best team of 5 pairs Working Oxen from any one Town, Town of Rutland, 10,00
Best pair Working Oxen, John Law, Clarendon, 5,00
2d do, Moses Lester, Rutland, 3,00
Best pair Oxen 4 years old, G. O. Vail, Danby, 4,00
2d do, Charles G. Boardman, Rutland, 2,00
Best pair 3 year old Steers broke to the yoke, J. L. Farnum & Son, Poultney, 3,00
2d do, Linsy Rounds, Clarendon, 2,00
Best pair 2 year old Steers broke to the yoke, Amasa Greno, Rutland, 2,00
Best pair yearling Steers broke to the yoke, S. J. Griggs, Rutland, 2,00
2d do, S. P. Curtiss, Clarendon, 1,00

Fat Cattle.

Best pair fat Oxen, J. L. Billings, Rutland, 3,00
Best fat Cow, J. Pierce, Clarendon, 2,00
2d do, Henry Lester, Rutland, 1,00

Merino Bucks and Lambs.

Best Merino buck, W. M. Lincoln, Brandon, 6,00
2d do, Jesse Hinds, do, 5,00
3d do, C. L. Rumsey, Hubbardton, 4,00
4th do, Dyer Townshend, Wallingford, 3,00
5th do, Asahel Wright, Hubbardton, 2,00
Best 5 Merino lambs, Jesse Hinds, Brandon, 5,00
2d do Ward M. Lincoln do, 4,00
3d do, Chauncey L. Rumsey, Hubbardton, 3,00
4th do, Daniel Kelley, Rutland, 2,00

Merino Ewes.

Best 5 Merino Ewes, Jesse Hinds, Brandon, 5,00
2d do, W. M. Lincoln, do, 4,00
3d do, Dyer Townshend, Wallingford, 3,00
4th do, C. L. Rumsey, Hubbardton, 2,00
Best 25 Merino Ewes, D. Townshend Wallingford, 5,00
2d do, Joseph Sheldon, Fairhaven, 3,00

Saxony Sheep.

Best Saxony buck, Wm Barnes Rutland, 6,00
2d do, W. D. Marsh, Clarendon, 4,00
Best 5 Saxony ewes, W. Barnes Rutland, 5,00
" 5 do lambs, do do 5,00

Grade Sheep.

Best buck, H. W. Lester, Rutland, 5,00
2d do, F. Button, Clarendon, 4,00
3d do, T. Moulthrop, Rutland, 3,00
4th do, W. D. Marsh, Clarendon, 2,00
Best 5 ewes, F. Button, Clarendon, 5,00
2d do, H. Lester, Rutland, 4,00

Swine.

Best boar, J. C. Thrall, Rutland, 4,00
2d do, D. F. Dayton, Timmouth, 3,00
Best breeding sow, T. Moulthrop, Rutland, 4,00
2d do Henry Pike, Shrewsbury, 3,00
Best litter of pigs, Wm. Mathewson, Shrewsbury, 3,00
2d do, T. Moulthrop, Rutland, 2,00

Products of Dairy.

Best 25 pounds of Butter, J. W. Pooler, Rutland, 5,00
2d do, R. Pierpoint, Rutland, 4,00
3d do J. C. Thrall, Rutland, 3,00
4th do G. T. Hodges Rutland, 2,00
5th do P. K. Osgood, Rutland, 1,00
Best 100 pounds cheese, A. Hilliard, Danby, 5,50
2d do, G. Willard, 2,00

Maple Sugar.

Best 30 pounds maple Sugar, H. Mussey, Rutland, 5,00
2d do, H. W. Lester, Rutland, 4,00
3d do, William Barnes, do, 3,00
4th do, Aaron Barnes, do, 2,00
5th do, B. Fish, Ira, 1,00
Best 3 boxes Honey, Aaron Barnes Rutland, 2,00

Household Manufactures

The report of this committee has not been returned to the Secretary.

Mechanic's Work.

Best specimen tailor work, John Quilty, Rutland, 3,00
Best Trunk, Hall & Dorrance, Rutland, 2,00
Best specimen cabinet work, Buck & Curtis, Rutland, 3,00
Best Parlor stove, H. J. Ruggles Poultney, 1,00
Best one horse Pleasure Wagon, Leonard Vincent, Pittsford, 4,00

Farming Implements

Best Horse rake, Z. Dewey, Poultney, 1,00
2d do, R. R. Thrall, Rutland, 50
Best cultivator, Asa Howard, do, 1,00
2d do, D. Kirkaldie, do, 50
Best 2 Hay Forks, L. Batcheller & Sons, Wallingford, 1,00

Marble.

Best specimen of unfinished marble 6 feet long by 28 inches wide, to Ripley & Barnes Rutland, 2,00
Best specimen manufactured Marble to Joseph Humphrey, do, 3,00

Poultry.

Best fowls, not less than three, one cock and two hens, J. M. Chatterton, Rutland, 1,00
Best pair of ducks, J. C. Thrall, do, 1,00
Do geese, H. Dyer do, 1,00
Best and greatest variety of barnyard fowls, P. Curtis, do 3,00

Discretionary Premiums.

To Mason Goodrich, Rutland, for a sample of bolts, 1,00
To Lathrop & Penfield, for a sample of cotton thread, 1,00
To E. B. Holden, for window curtain paintings, 3,00
To S. Penfield Pittsford, for a piece of cassimere, 1,00
To H. J. Ruggles, Poultney, for a copying press, 3,00
To A. Allen, Poultney, for samples of slates, 1,00
To Noyes, Ross & Co, for Iron spoons manufactured at Poultney, 3,00
To J. Richardson, West Poultney, for two Melodean Organs, 3,00
To Joseph Humphrey, of Rutland, for a marble butter-worker, 1,00
To Wm. Cain of Rutland, for a Sign, made and put up for the Franklin House in this village 1,00
J. C. THRALL, Rec. Secretary.

Rutland, Vermont

VERMONT STATE FAIR 2008

Since 1846

New
Carnival Midway!
COLEMAN BROS. SHOWS
Since 1916

Honky Tonk Tailgate Party
August 30th 7 p.m.

AUGUST 29 TO SEPTEMBER 7

Value &
Family Fun...
All in One!

For Tickets and Information:
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Trent Tomlinson
September 5th 9 p.m.

**Royal Canadian Mounted Police
Musical Ride!**

September 5th, 6th and 7th

**Saturday
September 6th**

Club Breakfast

7.00 to 11.00 a. m.



Luncheon

11.00 a. m. to 2.00 p. m.



Afternoon Tea

2.30 to 5.00 p. m.



Dinner

5.00 to 8.00 p. m.



Special After Theatre Suggestion

8.00 to 11.00 p. m.



Special Sunday Dinner

from 12 noon to 8.00 p. m.

Restaurant

AND

Fountain Delicacies



THE SODA SPA

RUTLAND, VT.

GEORGE L. PAPPAS, PROP.
Since 1921

15 CENTER STREET RUTLAND VERMONT 1933

Fountain Menu

PLAIN ICE CREAM (any flavor) 10c ICE CREAM SODAS (any flavor) 15c

15c—FRUIT AND NUT SUNDAES—15c

| | | |
|-------------|-----------------|------------------|
| Strawberry | Marshmallow Nut | Fudge Nut |
| Pineapple | Vanilla Nut | Caramel Nut |
| Mixed Fruit | Chocolate Nut | Butterscotch Nut |
| Cherry | Coffee Nut | Maple Nut |

20c—SMASH SUNDAES—20c

| | | |
|-----------|--------------|-------------|
| Chocolate | Butterscotch | Strawberry |
| Coffee | Fudge | Pineapple |
| Caramel | Cherry | Mixed Fruit |
| | | Marshmallow |

SPECIAL SUNDAES

| | | | |
|-------------------------|-----|--------------------------|-----|
| Chocolate Genesee..... | 20c | Pecan (any flavor) | 25c |
| Telephone Special | 20c | Chop Suey | 25c |
| Fudge-Mallow Nut | 20c | Nabisco | 25c |
| Caramallow Nut | 20c | Rutland Special | 25c |
| French Frappe | 25c | Soda Spa Special | 25c |

FRESH FRUIT DRINKS

| | | | |
|------------------------|---------|-----------------------|-----|
| Orangeade | 10c | Lemonade | 10c |
| Grape-Lemonade | 15c | Grape-Orangeade | 15c |
| Pure Orange Juice..... | 10c-15c | | |

MILK DRINKS

| | | | |
|--------------------|-----|-----------------|-----|
| Milk Shake | 10c | Float | 15c |
| Malted Milk | 15c | Frost | 15c |
| Egg Shake | 20c | Egg-Frost | 25c |
| Malted Frost | 20c | | |

10c—PLAIN DRINKS—10c

| | | | |
|------------------------|-----|------------------------|-----|
| Lemon Lime | 10c | Moxie | 10c |
| Orange Phosphate | 10c | Root Beer | 10c |
| Ginger Ale | 10c | Grape-Lemon | 10c |
| Raspberry Lime | 10c | Grape-Orange | 10c |
| Coca Cola | 10c | Cherry Phosphate | 10c |

TOAST and BREADS

| | | | |
|---------------------------|-----|-------------------------|-----|
| Buttered Toast | 10c | Cream Toast | 25c |
| Cinnamon Toast | 10c | Milk Toast | 20c |
| Toast and Marmalade | 15c | Crackers and Milk | 20c |

WAFFLES with MAPLE SYRUP 25c

EGGS and OMELETS

| | | | |
|-----------------------------|-----|----------------------------|-----|
| Two Eggs, any style | 30c | Ham or Cheese Omelet | 40c |
| Ham and Eggs | 45c | Spanish Omelet | 45c |
| Bacon and Eggs | 45c | Chicken Omelet | 55c |
| Poached Eggs on Toast | 35c | Jelly Omelet | 40c |

SALADS

| | | | |
|-----------------------|-----|-----------------|-----|
| Chicken | 50c | Crab Meat | 40c |
| Fruit | 40c | Tuna | 40c |
| Fresh Vegetable | 40c | Shrimp | 40c |
| Potato | 25c | Egg | 30c |
| Tomato | 30c | Waldorf | 40c |

SODA SPA SPECIAL 40c

SPECIAL BREAKFAST MENU FROM 7:00 A. M. TO 11:00 A. M.

Restaurant Menu

SANDWICHES

| | | | |
|---------------------------------|-----|-----------------------------------|-----|
| Baked Ham | 15c | Sardine on Toast | 20c |
| Cream Cheese, plain | 10c | Tomato and Lettuce | 15c |
| Lettuce and Mayonnaise | 10c | Chicken Salad | 20c |
| Olive and Egg | 10c | Cold Sliced Chicken | 30c |
| Pimento Cheese and Olive..... | 10c | Sliced Ham and Tomato | 20c |
| Egg and Lettuce | 15c | Fried Ham | 20c |
| Peanut Butter | 10c | Spa Special | 25c |
| American or Pimento Cheese... | 10c | Western | 20c |
| Ham and Celery | 15c | Fried Ham or Bacon and Egg... | 20c |
| Ham, Pickle and Mayonnaise... | 15c | Cold Pork or Beef | 15c |
| Cream Cheese and Olive or Jelly | 15c | Cold Lamb or Veal | 15c |
| Cr. Cheese and Nut or Pineapple | 15c | Hot Roast Pork or Beef, pot. veg. | 25c |
| Crab Meat Salad | 15c | Hot Roast Chicken, Pot. Veg... | 45c |
| Tuna Fish Salad | 15c | Broiled Chopped Beef Steak | 25c |
| Salmon Salad | 15c | | |

STEAKS and CHOPS

| | | | |
|-----------------------------------|-----|----------------------------------|-----|
| ½ Broiled or Fr. Spring Chicken | 75c | Broiled Spring Lamb Chops.... | 60c |
| Broiled Sirloin Steak, Fr. Onions | 75c | Fried Pork Chops | 50c |
| Filet Mignon Steak Saute Minure | 70c | Breaded Veal Cutlets, To. Sauce | 45c |
| Broiled Rump Steak | 50c | Fried Calf's Liver, Sliced Bacon | 50c |
| Broiled Veal Porterhouse | 45c | Broiled Pork Tenderloin, Fr. Ap. | 65c |

French Fried Potatoes and Vegetables Served with Above

SEA FOOD

| | | | |
|-----------------------------------|-----|---------------------------------|-----|
| Fried Scallops, Tartar Sauce... | 55c | Broiled Red Salmon, lemon but. | 45c |
| Fried Oysters, Tartar Sauce.... | 50c | Broiled Boston Schrod | 45c |
| Fried Filet of Sole, Tartar Sauce | 40c | Broiled Lake Trout, lemon but. | 40c |
| Bro. Chicken Halibut, lemon but. | 45c | Broiled Mackerel, lemon butter. | 40c |

Potatoes and Vegetables Served with Above

POTATOES

| | | | |
|--------------------|-----|-------------------|-----|
| French Fried | 10c | Lyonnaise | 15c |
| Hashed Brown | 15c | Julienne | 15c |
| Creamed | 15c | Plain Fried | 15c |
| Au Gratin | 20c | O'Brien | 15c |

Mashed or Baked 10c

BEVERAGES

| | | | |
|-------------------------|-----|-------------------|-----|
| Coffee with Cream | 10c | Iced Tea | 10c |
| Hot Chocolate | 10c | Tea, per pot..... | 10c |
| Milk, per bottle | 10c | Iced Coffee | 10c |

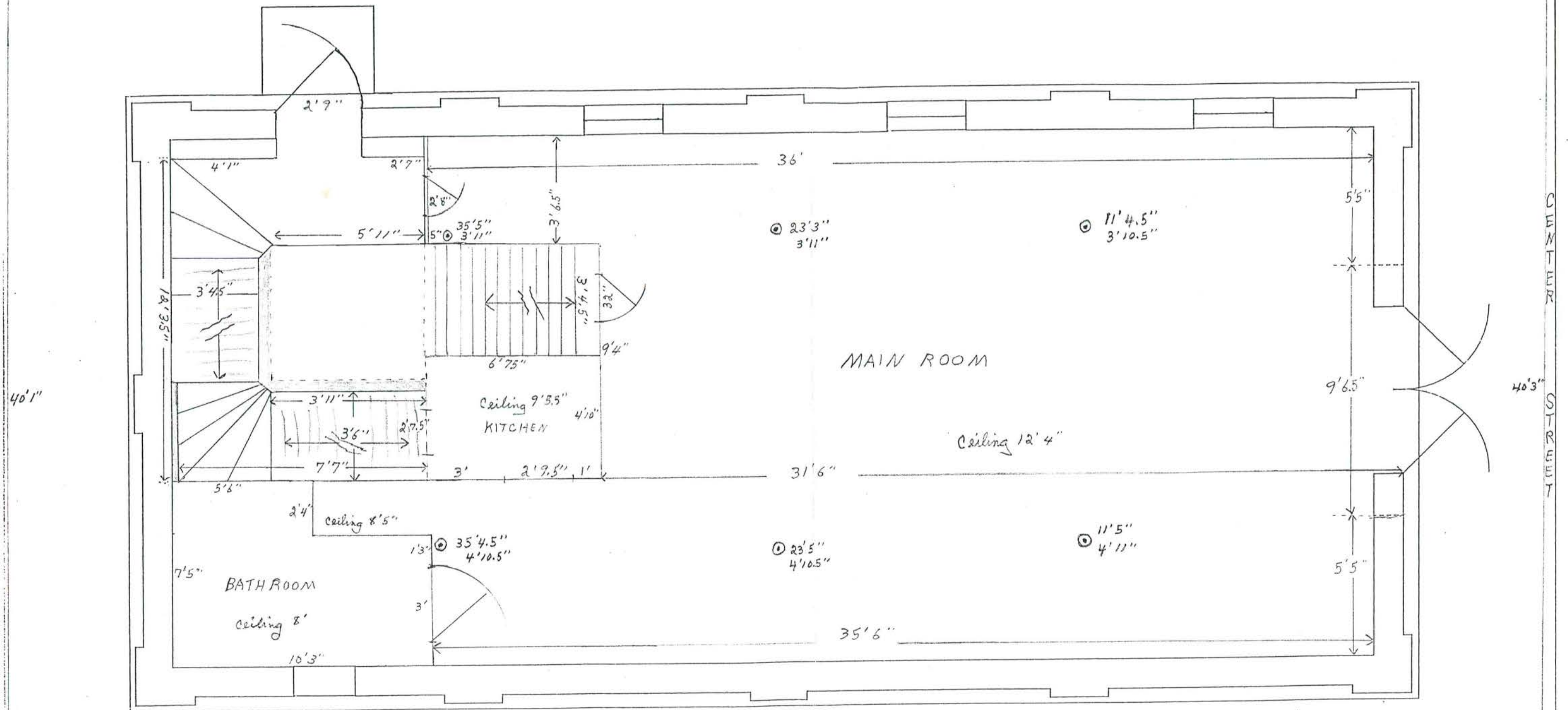
HOME-MADE ICE CREAM—MADE FRESH DAILY

Toasted Three-Decker Sandwiches

(Please Order by Number)

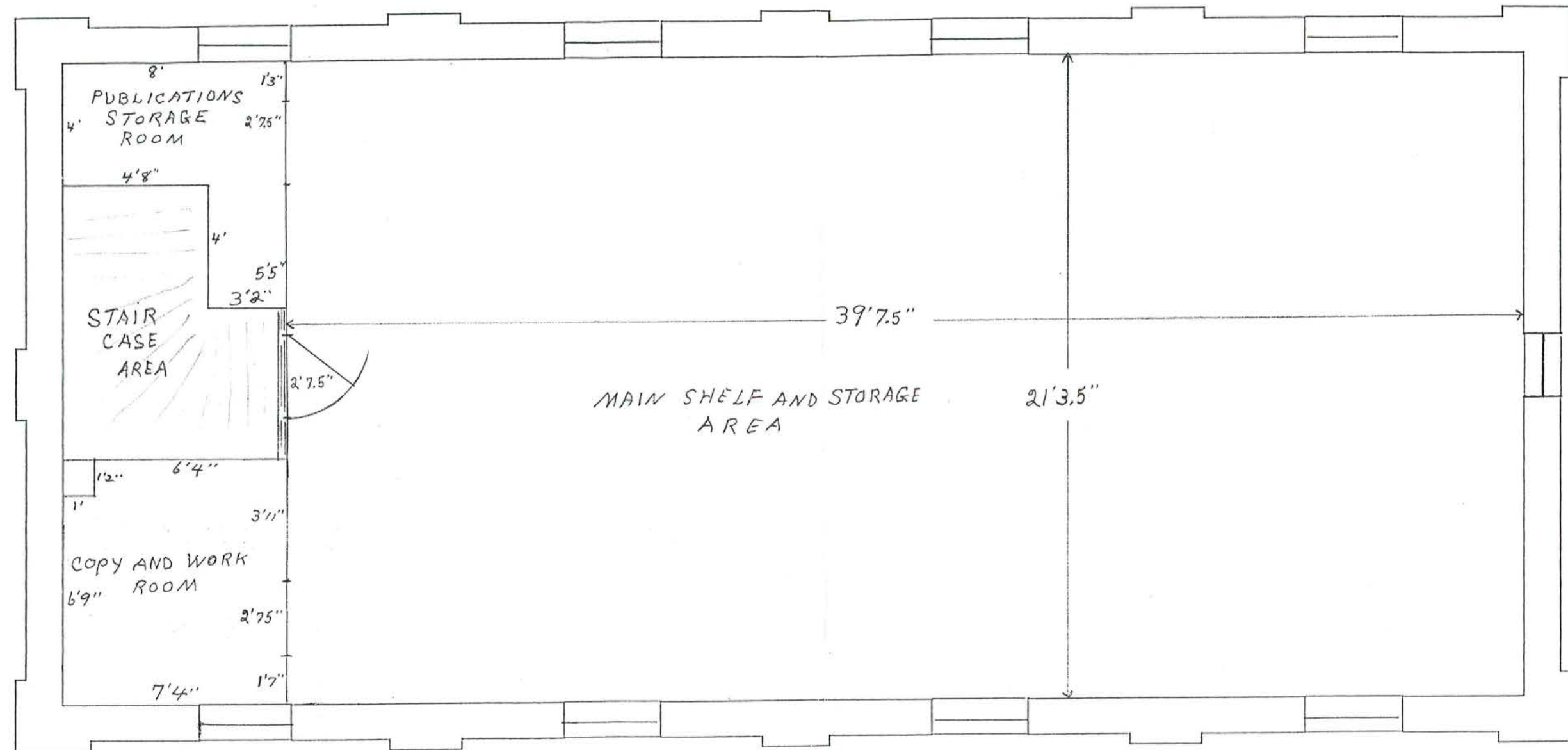
Chicken Club Sandwich 50c

1. Peanut Butter, Cream Cheese, Jelly and Lettuce 25c
2. Baked Ham, Sliced Egg, Lettuce and Mayonnaise 25c
3. Orange Marmalade, Cream Cheese, Nut, Lettuce and Mayonnaise 25c
4. Fried Bacon, American Cheese, Lettuce and Mayonnaise 30c
5. Cold Roast Beef, Sliced Tomatoes, Lettuce and Mayonnaise 30c
6. Cream Cheese and Olive, Sliced Tomatoes, Lettuce and Mayonnaise 30c
7. Sliced Ham, American Cheese, Lettuce and Mayonnaise 30c
8. Chicken Salad, Stuffed Olives, Lettuce and Mayonnaise 35c
9. Sliced Ham, Cold Beef Tongue, Pickles, Lettuce and Mayonnaise 35c
10. Swiss Cheese, Cold Beef Tongue, Lettuce and Mayonnaise 35c
11. Sliced Ham, Cold Roast Beef, Pickles, Lettuce and Mayonnaise 35c
12. Sliced Chicken, Sliced Baked Ham, Lettuce and Mayonnaise 40c

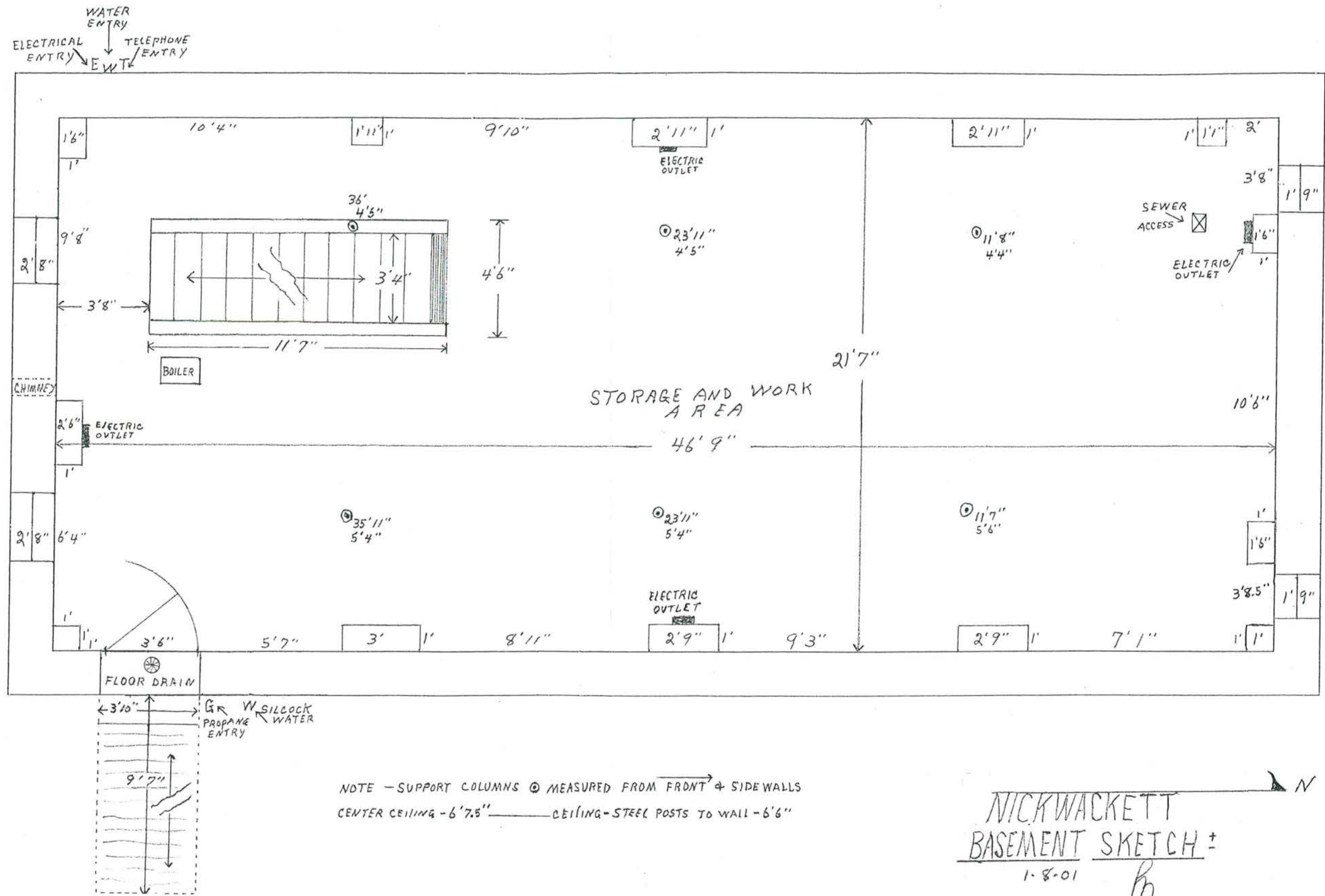


NOTE - SUPPORT COLUMNS Ⓢ MEASURED FROM FRONT & SIDEWALLS

FIRE HOUSE
NICKWACKET
FIRST FLOOR SKETCH ± *h*
1-8-01



N
NICK WACKETT
SECOND FLOOR SKETCH ±
1-8-01 *h*



The Rutland Evening News
October 7, 1914

CHAFFEE FARM IS SOLD TODAY

ALFRECHA MEADOWS AT CLARENDON CHANGES OWNERSHIP

W. T. Brooks of England and J. H. Burckes of Waltham, Mass., New Owners—Farm Is Equipped with Most Modern Dairy Appliances and Fine Herd of Jersey Cattle—Live Stock Is Sold.

Alfrecha Meadows farm, situated in Clarendon, three miles south of this city, on the Bennington division of the Rutland railroad, was sold this afternoon by George T. Chaffee of South Main street to W. T. Brooks and J. H. Burckes. The former is an Englishman who has lately come to Vermont and the latter lives in Waltham, Mass.

The new owners take possession soon. They will conduct the farm for dairy purposes.

Mr. Chaffee bought the property in 1911 from George H. Webb, naming it by taking the first syllable from the names of his two daughters and son, Alice, Frederick and Charlotte.

The farm consists of 100 acres and Mr. Chaffee has equipped it with the most modern dairy apparatus as well as building stables and other structures to give his stock the benefit of the most up-to-date sanitary methods used by 20th century agriculturists. His herd of pure bred Jersey cattle include some of the finest animals to be found in the state. They are sold, too.

The farm contains a large dwelling house, which, like the other buildings, is lighted by electricity, this form of power being used in operating the dairy equipment.

The Rutland Evening News
August 19, 1914

Old Nickwacket Coming.

Hand Engine Which Was Favorite With Many Old Residents of Rutland to Be in This City for State Firemen's Tournament September 7.

Word has been received that the old Nickwacket hand fire engine, which was used for many years by the volunteer fire department here before Rutland became a city, will take part in the state firemen's tournament on Labor day, the first day of the Rutland fair. The apparatus is to be brought to this city by the Greenwich, N. Y., company under the name Union company, No. 1.

The Nickwacket company was organized a few years before the civil war and for more than two decades, prior to the early 70s, some of Rutland's most prominent citizens were numbered among the members. In later years it was known as the engine "pulled by Rutland's aristocracy."

About the time that the paid fire department was organized in 1893 the old fire engine was sold to Greenwich. Its visit to the city will be of much interest to many of the older residents.

The Rutland Evening News
August 28, 1914

Fire Department In 1867.

Men Who Drew the Apparatus in Days of Nickwacket Engine Which Is to Be Brought to This City for State Tournament September 7.

Because of the bringing to this city from Cambridge, N. Y., September 7 of the old Nickwacket hand fire engine, which did service in Rutland for many years, to take part in the state firemen's tournament, the following list of the members of the local department in 1867, when the engine was in its prime, will interest a great many people:

Chief engineer, N. F. Page; first assistant, J. C. Dunn; second assistant, J. M. Davis.

Fire wardens: N. L. Davis, Mark S. Richardson, V. C. Meyerhoffer, E. A. Bailey, E. Whitcomb.

Nickwackett Engine company, No. 1: Fireman, S. G. Staley; first assistant, James Brown; second assistant, Samuel Terrill; clerk, James H. Dyer; treasurer, C. E. Ross; foreman leading hose, E. Austin; foreman suction hose, B. F. Dunklee; steward, John Austin.

Washington Engine company, No. 2: Foreman, John W. Cramton; first assistant, S. T. Holcomb; second assistant, G. M. Chase; clerk, James K. McLean; treasurer, A. C. Bates; auditor, E. H. Paine; foreman leading hose, M. P. Kingsley; foreman suction hose, E. F. Sadler; steward, P. Lynch.

Number 1, Hook and Ladder company: Foreman, W. C. Landon; first assistant, J. S. Bowman; second assistant, E. Rounds; secretary, G. W. Hilliard; treasurer, V. C. Meyerhoffer; auditor, T. Flannery.

The above list was taken from a Rutland directory of the year mentioned.

The Rutland Evening News
September 4, 1914

Pretty Spectacle Assured.

Children's Parade on Tuesday Night of Carnival Week Will Be Largest City Has Ever Had.

All schools in the city were well represented at a largely attended meeting of teachers at the rooms of the Rutland Business Men's association yesterday afternoon to arrange details for the children's parade on Tuesday night of carnival week. Everybody concerned is highly enthusiastic over the prospects and the fact that about 100 automobiles have been promised to carry the children leads to the belief that Rutland will see the prettiest spectacle of the kind ever witnessed here.

There was a meeting of teachers in their respective school rooms this afternoon for the purpose of assigning the children to automobiles. Those who are to take part in the parade will meet at their school buildings at 6:30 o'clock on Tuesday evening. After being loaded with children the automobiles will assemble at the corner of South Main and Center streets.

In the parade the order will be as follows: Marshals in uniform, Rutland City band, Dana school, Longfellow school, Abraham Lincoln school, Madison street school, band, L. G. Kingsley school, Watkins avenue school, School street school, Park street school.

The line of march will be Main street to Washington, to Merchants Row, to Grove, to Library avenue, to Church, to West, to Merchants Row, to Center street, Wales to the Church street school building, where the parade will disband.

The Rutland Evening News
September 5, 1914

To Use Cramton Cart.

Old Apparatus to Figure in Hose Races Monday.

It is necessary that the Rutland fire department furnish a hand drawn hose wagon for the hose races in connection with the State Firemen's tournament at the fair grounds next Monday and for the purpose the old apparatus, J. W. Cramton, No. 4, has been loaned by P. W. Clement of this city, the owner. The old hose cart is kept by Mr. Clement at his estate, Brookside. It was used for many years by the city prior to 1893.

While the regular fire companies are out for the parade Monday evening a temporary fire department will be at both stations in case of emergency.

The Rutland Evening News
September 5, 1914

—There is an interesting exhibit in the Center street window of the Wilson Clothing company. It consists of working models of the old Nickwackett fire engine and the Washington fire engine used in this city a number of years ago. Both were made by G. H. Mabury of this city. They are exact duplicates of the old fashioned apparatus. As has already been stated in The News, the Nickwackett engine, now owned by Greenwich, N. Y., will be in Rutland for Monday's tournament. Mr. Mabury owns the Nickwackett model and Mrs. C. H. Congdon of State street the Washington model. The former was made in 1864 and the latter in 1870.

The Rutland News
October 16, 1916

NOYES HAS CONTRACT FOR STORE BUILDING

Will Erect on West Side of Strongs Avenue Structure for Newly Organized Rutland Grocery Company.

Charles G. Noyes of this city has been awarded the contract, and has already broken ground for a brick building which is to be erected on the west side of Strongs avenue to be used as a wholesale grocery house by the Rutland Grocery company, which has just been formed by Edward C. Johnson, for a long time with E. D. Keyes & Co., of this city, Philip M. Lyons, a retail grocer, and Patrick F. Howley, clothier. The new firm expects to commence business about February 1.

The building will be of brick and will be one-story high at the street level but will have two basements to give plenty of storage room. The structure will be 75 by 70 feet and will be equipped with an electric elevator. The site will be on property just north of the Gill bakery formerly owned by E. R. Morse and adjoining the Rutland railroad tracks.

The Rutland News
November 7, 1916

RECOLLECTIONS OF OLD RESIDENT OF RUTLAND

Has Seen Farm Lands Transformed Into Thickly Built Residential District of Large Dimensions.

Mrs. H. Parker Kinsman of High street has some exceedingly interesting remembrances of Rutland and its growth during the last 57 years. She is next to the oldest graduate of the Rutland schools and finished her work in 1858 when the academy was still in existence. She took a five years' course in that institution and the high school, graduating at the age of 17 years.

During that same year she was married to Mr. Kinsman and not long afterward with her husband and her parents, Mr. and Mrs. T. O. Gibson, she went to what was known as the Tenney farm. This was a district of land extending from Grove street to North Main street and from Kingsley avenue as far north as the old cemetery. There was not a house on the land and no streets were cut through at that time.

Mrs. Kinsman has lived to see hundreds of houses and numerous streets electrically lighted with tracks for cars electrically run take the place of the orchards, meadows and farm land of her former home. The first home built on the property was the one now owned by Mrs. A. E. Cahee.

Mrs. Kinsman was born in a house on the grounds now occupied by the Newman K. Chaffee homestead. She has been very active in the Baptist church and for 20 years has been a member of the Rutland Missionary society, being for a long time a member of the application committee and the building committee. For 37 years Mr. and Mrs. Kinsman lived on the John W. Cramton farm at Mill Village, after trading the Tenney farm for the Mill Village property.

The Rutland News
December 5, 1916

RUTLAND COUNTY ONCE HAD A BILLY SUNDAY

Rev. F. E. Davison Tells County Congregational Ministers of Colored Preacher Who Held Sway in West Rutland Church for 30 Years.

A colored pastor, Rev. Lemuel Haynes, was for 30 years the head of the Congregational church in West Rutland. This fact along with many other startling and interesting things was told this morning at the Rutland County Congregational Ministers' association meeting by Rev. F. E. Davison of West Rutland. The West Rutland church was the second church organized on the western side of Vermont and was really the Rutland church as that was long before the city was divided.

Mr. Davison came into possession of 25 of the original manuscript sermons of Rev. Mr. Haynes which were of fiery character. Jonathan Edwards' "old hell fire and damnation sermons" held nothing more terrible for the sinner than did Rev. Haynes' doctrine. Predestination, election and future punishment were favorite themes and his style of oratory closely resembled the Billy Sunday style of address.

In marked contrast to this talk and one showing the growth of tolerance and modern Congregationalism was that of Rev. E. P. Treat of Pittsford. Today in most of the churches of this denomination the candidate subscribes to no creed but simply comes into covenant with the church, or promises to assist in the work and activities of the organization.

While the church has advanced in individual belief many might think it still doubtful whether, in some forms of democracy, it is up to the old standard which would be willing to permit a colored pastor to lead a white congregation for 30 years.

The members of the ministers' organization had dinner at The Berwick.

RUTLAND YOUNG MAN IN TRAINING FOR AIR PILOT

Henry E. Stickney Has Now
Made 11 Flights at Sheeps-
head Bay

WILL HAVE HIS OWN PLANE

By next spring Rutland will probably again have a full-fledged aviator. Henry E. Stickney, formerly of Ludlow and employed until a few months ago as bellboy at The Hotel Berwick in this city, now employed by the Eastern Aeroplane company at Sheepshead Bay, has been a student of airplaning and has made now 11 flights. Young Stickney returned to New York yesterday after passing Thanksgiving recess with the family of Harold Tower of Wales street.

Stickney has been studying the construction of airplanes and the science of flying for two months and will continue his series of lessons and practical work through the winter months. In April he plans to return to Rutland and put a new 60-horse power motor in the biplane frame in which he is interested, this being the airplane in which George Schmidt, the Rutland aviator, lost his life during the Rutland fair of September, 1913, when he met an accident while carrying J. Dyer Spellman, then city attorney, on a trip. The accident, it is well remembered, was primarily due to the fact that the airplane was a one-passenger machine and the seat on which Attorney Spellman sat was temporarily rigged up.

Great Interest in Aviation.

Young Stickney says that interest in airplaning on all of the aviation fields at Sheepshead Bay, Minneola and everywhere else is at its height. Many students, both civilians and National guardsmen, are on the ground waiting for opportunities to take lessons. There are more students than there are machines in which to give them instruction, and consequently the matter of taking the complete course of lessons and qualifying as a pilot is naturally a slow process. At the aviation field of the Eastern Aeroplane company, like that of the Bay, owing to some accidents to machines, the course of instruction has been considerably interrupted.

Larger and Faster Airplanes.

The attention of the Eastern Airplane company, like that of the other manufacturers in this country, is directed toward making larger and more powerful airplanes than ever before. The old style airplane, called by the present aviators, "flying porches", where the seat of the airman is at the front of the craft, is practically discontinued. This is the style of machine which Baxter Adams, who has been seen twice in Rutland, and George Schmidt used in their flights. In the new style machines the airman and his passengers are enclosed and where the aircraft is constructed for military purposes this enclosure is made bullet proof, of light steel construction. The Eastern company makes a specialty of the Bieriot machine equipped with American motor.

What are called tractor biplanes, largely for purposes of reconnaissance and military observations, capable of a high speed and equipped with motors of 80 to 120 horsepower are the type which most airplane manufacturers are building now. Such a biplane costs approximately \$12,000. Some of them are built with twin motors and attain a speed of over 100 miles an hour. As many as 11 passengers have been carried in one big machine. Airplanes to be accepted by the War department have to show a speed exceeding 85 miles an hour, and also have to develop quick rising capacity so as to get to a considerable altitude in the shortest possible length of time.

Qualifications of Registered Pilot.

Stickney in the 11 flights he has taken thus far at Sheepshead Bay has been accompanied by an instructor. The student manipulates the machine but the instructor has a connected wheel so that he corrects any errors made by the beginner. Among the various qualifications required of the registered aviator is his facility in describing three figure eights in succession, both right hand and left hand. He is required to shut off his motor at the height of 300 feet or more and land in a prescribed circle of 150 foot radius. All of the instruction given to the prospective air pilot bears upon his thorough familiarity with airplanes and their construction, their manipulation and safety of management. There is no attempt made to teach the young aviator "circus tricks," such as looping the loop; in fact all such hazardous attempts are completely discouraged.

If young Stickney's plans carry, Rutland by another season may expect to have a trained aviator, a fit successor for the late George Schmidt. The young man's interest in aeronautics is of comparative long standing. When a pupil at Saxtons River academy he rigged up a glider and used to make "hops" in it.

CONTRACT LET FOR SCALE WORKS SHOP

New Assembling And Machin-
ery Room To Be 204
By 60 Feet

Berlin Construction Company to Be-
gin Work in a Week on Brick and
Steel Building—Ten-ton Traveling
Crane Ordered for Use in Struc-
ture.

The Howe Scale company has awarded the contract to the Berlin Construction company of Berlin, Conn., to build a brick and steel structure at the plant in this city for use as a sealing room and machine shop. The work of excavating for the foundation has already been begun by employees of the local concern and the Berlin company's employees are expected to reach Rutland about August 21. The building will be completed, in accordance with the terms of the contract, in 12 weeks. The Berlin Construction company erected the big foundry which the Scale company put up a short time ago.

The site of the new structure is just west of the foundry and the building will stand at right angles to the older shop. It will be necessary to raze several wooden sheds which have been used for storage of metal and sand in order to make room for the addition to the plant.

The new shop will be equipped with a traveling crane of 10 tons capacity for handling heavy work. Otherwise the outfit will be much the same as in the other buildings of the same character, all of the machinery having been modernized.

The latest methods of fireproof construction will be employed. The roof will be of the five-ply Barrett type, such as was used on the foundry. The facilities of the Scale company for handling large scales will be greatly increased by the new building, and the new sealing room, which is the place where the parts are assembled, is badly needed.

HOWE SCALE PLANT TO STAY IN RUTLAND IF WORKS ARE SOLD

Big Deal Underway To Merge
Concern With Other
Interests

Expected That Ex-Gov. John A. Mead, Principal Owner, Will Dispose of All of His Holdings But He Will Remain As Director of Business—No Change in Local Office Force Expected—Enlarge-
ment of Plant Expected.

Should a big combination deal now underway be consummated the Howe Scale works will be combined with similar concerns but the present plant will remain in Rutland for 10 years at least and large additions will be made to the equipment which at present covers some 16 acres of land. The 10 years feature is assured for it is a part of the contract under consideration.

Six months ago at the time of Dr. Mead's Birthday it was stated that at three score years and 10 he would put through the biggest deal of a life filled with large affairs, but he has been unwilling to make any statement in the past and only does so at present time to prevent the fears of employees by the spread of wild rumors that the plant would be moved from Rutland. Dr. Mead regrets that it was necessary to make any statement whatever at present for as yet there has no actual transaction looking towards a sale of the scale works taken place.

No Change in Officers' Staff.

If the plan goes through, Dr. Mead has consented to remain at the head of the business for the next few years and the officials at the Rutland plant will remain the same.

Today while the works are running at full capacity there is no difficulty in supplying the labor needed, and it is not expected that, even with an increased force, any difficulty will be experienced in this line.

Carl B. Hinsman, vice-president, left Rutland today to meet a number of capitalists in New York in connection with the sale project. The deal is said to involve \$1,000,000. Dr. Mead's family has controlling interest in the Rutland plant at present.

President John A. Mead has proved himself as good a physician of big finance as of the medical profession for in 1888 when he left his profession of curing bodies and building up good physiques to build up a debilitated business the greatest amount of money ever made by the company during a single year was \$300,000 while at present the company is doing \$1,500,000 worth of business each year. Each day at the plant 50 tons of iron and 12,000 feet of lumber are used.

Company Has 19 Stores.

The company has some 16 stores east of the Rocky mountains and three on the Pacific slope. Then there are over 14,000 big patrons who are purchasers from this company. The store feature is no mean part of the plant as refrigerators, safes, scales and many side products are for sale at these branches. At one time Dr. Mead made a purchase of 10,000 bicycles as a part of the equipment. At another time he bought a lot of 5000 wheels.

The Rutland News
July 25, 1916

POWDER COMPANY NOT AFTER SCALE WORKS

President Mead Denies Rumor That
DuPont Concern Is After Rutland
Plant—Have Bought Many Scales
In This City.

There has been a persistent rumor in this city for some time to the effect that the DuPont Powder company was seeking to purchase the plant of the Howe Scale works in order to operate the plant for their own interests. Ex-Gov. John A.

Mead, the president, when asked about the matter, stated that there was no foundation for the report; that the powder company had not even made any overtures for the possession of the property.

Representatives of the DuPont concern, who have been in this city in recent months have come in the interest of orders for scales supplies for the concern. Since the European war began the powder manufactory as is well known, has done a tremendous business and was obliged to greatly add to its equipment to handle the increase. Orders for many scales of various types came to the Howe Scale company. The DuPont company is apparently well stocked now, however, for no new orders have been received for some time.

The Rutland News
December 20, 1916

HOWE SCALE COMPANY BUY MORE PROPERTY

Premises on Scale Avenue Occupied
by People's Coal Company Sold to
Concern by H. W. Clement.

The Howe Scale company has bought of Henry W. Clement of this city property on Scale avenue opposite the Howe Scale plant which is occupied by the People's Coal company. The transfer includes, besides the land, coal pockets and all other buildings standing on it, the tract which has a frontage of 150 feet on the railroad track. E. L. Fullam head of the Peoples concern, has a lease of the property until next spring and will continue to conduct his business at his present stand until that time at least.

Dr. John A. Mead, president of the Howe Scale company, stated today that he was not prepared to say at the present time what disposition the Scale company would make of the acquisition. It has been rumored that a new office building is contemplated but this cannot be verified. There is other land, adjoining the Clement property on the east and immediately north of the scale plant, which the Howe Scale concern is said to be negotiating for.

The property which has just changed hands was bought of A. H. Pierce by Mr. Clement in 1902.

The Rutland News
September 19, 1916

HOWE SCALE SOLD TO UNKNOWN OWNERS

Formal Transfer of Big Institution But No Change in Management

The transfer of the Howe Scale company of this city to new owners, not known fully to the chief owner and president of the company, Ex-Gov. John A. Mead, according to his statement to The Rutland News this afternoon, was formally completed today. W. B. C. Stickney was the attorney representing the Howe Scale company in the transaction. As far as can be guessed—for much of it seems to be guess work even to those concerned—the business will be transferred but there will be no change in the officers, management or location.

On July 25 Dr. Mead stated to The News that there was absolutely no foundation to the report, then current, that the DuPont powder interests were negotiating for the purchase of his institution. When the transfer or sale of the property was announced a month later the identity of the purchasers was not disclosed but Dr. Mead said they were not DuPont interests. Today Dr. Mead stated that the DuPont people were interested in the purchase but that he did not himself know fully the identity of others associated with them in the deal.

Dr. Mead said substantially: "I cannot tell you who all of the purchasers are. I think that I know some of them who hold the stock but the rest would be a mere guess. No corporation has yet been formed.

"Among those who are interested in the deal are: R. W. Jones, New York, member of the firm McBee, Jones & Co., bankers; W. T. Field, H. A. Pike, Naughton, Clough & Co. I do not know the business affiliations or residences of the last three but they are all connected with big concerns."

COMMUNITY HOUSE DIRECTORS TO BE CHOSEN TUESDAY

Meeting May 23 to Elect
Board for New Rutland
Institution

WILL BE NON-SECTARIAN

The board of directors of the new Community house on Center street is to be elected at a special meeting of the Society for Social and Religious Worship in the East Parish in Rutland at the Congregational church next Tuesday evening at 7:30 o'clock.

While the members of the board will not necessarily belong to that society the call for the meeting comes from the officers of the organization as the property belongs to this parish, having been presented by ex-Gov. John A. Mead. The project, however, in the minds of those most concerned for the success of the plan, is to interest persons of all sects. It is, therefore, expected that the board will represent all elements of the city.

The call for the meeting reads: "A special meeting of the Society for Social and Religious Worship in the East Parish in Rutland will be held in the church parlors Tuesday evening, May 23, 1916, at 7:30 o'clock to transact the following business: First, To elect a board of governors for the new Community house; Second, to transact any other proper business. George E. Chalmers, secretary of the society."

To Choose House Committee.

The house committee will be elected Thursday evening at the regular mid-week meeting of the Congregational church. This committee will probably be divided into sub-committees and part of their duties will be to arrange a working plan for the use of the different societies which will occupy the Community house and gymnasium. This will mean considerable work as there are a number of societies, both among the boys and girls, to use the club rooms and the gymnasium proper.

GOLDEN WEDDING TODAY OF MR. AND MRS. CURTIS

Old Time Rutland Business Man and His Bride of 50 Years Came Here From Castleton Soon After They Were Married.

Fifty years ago today in Castleton by Rev. Mr. Herbert, a Fair Haven minister, Amelia M. Pepper was married to S. P. Curtis, also of that village. Only a few of the immediate friends and relatives were present at the ceremony and today Mr. and Mrs. Curtis, living on Grove street, are the only survivors of the event. The wedding party came to Rutland for their wedding dinner which was celebrated at The Bardwell hotel.

On account of the frailty of Mrs. Curtis' health the family today gave no formal reception for the bride and groom but a family dinner which was as elegant in appointment as if there had been many guests of honor present was prepared by the family in honor of the anniversary. Golden roses adorned the table and a big wedding cake decorated in gold and white with the dates 1866-1916 from a famous caterer in Boston was a part of the feast. There were golden and white candles and the entire menu and decorations carried out the color scheme of burnished gold and white. Mr. and Mrs. Charles H. Hutchins and son of Wollaston, Mass., were the only ones present from out of town.

Three years after the wedding Mr. and Mrs. Curtis moved to Rutland and the family have lived since that time on the lot on Grove street where their present fine residence, built about 30 years ago, stands.

Mr. Curtis has been connected with the same coal and grain business which he entered upon his coming to Rutland to make his home in this city. The name of the firm 47 years ago was Davis & Curtis and A. F. Davis was the partner at that time. Later the firm changed to Putnam & Davis and Col. James Putnam, grandfather of the late James P. Sawyer, was connected with the firm. Today the firm name is S. P. Curtis & Son.

Congratulations and gifts were received today by Mr. and Mrs. Curtis from friends all over the country and the day was one continual meeting with old friends by the aid of letters and messages.

Three children were born to Mr. and Mrs. Curtis: Herbert E. Curtis, who is associated with his father in business, Mrs. Hutchins, and Miss Mabel Curtis of Grove street, all of whom were present today to take part in the celebration of the event.

Statue Cost \$2000.

Report on Green Mountain Boy Monument Made At Annual Meeting of Ann Story Chapter, D. A. R., This Afternoon.

That about \$2000 had been expended on the Green Mountain Boy statue and the shrubbery for the base of the monument in Main street park was brought out by the annual report of the treasurer, Mrs. T. A. Davis, at the annual meeting of Ann Story chapter, D. A. R., held this afternoon at Memorial hall.

That this only partially represents the real value of the monument is known to many interested in this beautifying feature of the city. The sculptor, Raymond Averill Porter of Boston, gave a month's service free, after he had made the casts called for in the contract, to perfect this image. The firm Kinsman & Mills also made the very lowest possible price to the chapter because of civic pride and love of the cause. So the monument from a money standpoint represents hundreds of dollars more than the actual amount expended in its erection.

New Shoeshine Parlors.

Rutland Savings Bank to Erect Small Brick Structure on Its Property on Center Street—Is Already Leased.

The contract has been given to F. H. Remington by the Rutland Savings bank to build a small brick structure on property on the south side of Center street, lying between Howley Bros.' store and the Prouse restaurant, and owned by the bank.

The bank has leased the place for five years to a Greek concern who will conduct an up-to-date shoeshining and hat cleaning establishment.

The building will not occupy all of the space just east of the bank block, a driveway being left on the east side of the new structure. The shoeshining establishment will be one story high. The frontage will be nine feet. It will be steam heated and electrically lighted. It is expected that early September will see the completion of the building.

HOUSE OF CORRECTION TO SELL GARDEN TRUCK

Practice of Selling Large Quantities of Produce to General Public to Be Resumed.

The house of correction is to supply fresh vegetables to the public again the coming summer. Formerly the greenhouse and garden was put to some use commercially and in certain years over \$2000 profit was realized but lately nearly all of the produce has been used on the table of the institution. The prisoners will continue to receive plenty of fresh vegetables but the horticultural department will be conducted on a larger scale in 1917 that has been the case lately and John F. Smith, the institution's gardening expert, is already preparing to do a market gardening business on a large scale.

Although the heat was turned on in the green house only a week ago and the first seed was sown since that time hundreds of thousands of embryonic plants are already raising their heads well above the soil. Conspicuous among these are 8000 radish plants and nearly as many lettuce seedlings which have been taken from the seed boxes and set in the beds of "sanitary" soil having become so thrifty in the few days of their lives that they now hold their cotyledons more than an inch above the dirt.

This sanitary soil is no joke, for Gardener Smith guards the baby plants as zealously as a human baby is cared for. The soil is baked in a very hot oven before the seeds are put in. This destroys all worms, weed seed and germs that might be deleterious to the growth of the vegetables. The seedlings now well underway are by no means all radishes and lettuce. There are celery plants, tomatoes, peppers, cabbages and many other popular varieties.

The house of correction garden takes up about 12 acres of ground. There is as much more land under cultivation for fodder corn to furnish feed for the herd of nine cattle and about one acre is devoted to early potatoes for the inmates. The main crop of potatoes is not raised on the prison grounds as the soil is not adapted to this crop.

Explaining this Mr. Smith said, "On one acre I can raise tomatoes enough to buy the potato crop of several acres."

The Rutland News
January 18, 1917

SCALES NETTED CITY

\$127.50 IN 1916

Loads of Material to Number of 3327 Weighed on Apparatus in 12 Months.

In addition to getting all of its own material weighed free, the city of Rutland realized \$127.25 from the platform scales at the city hall during 1916, there having been an average of nearly 10½ loads weighed on each of the 312 working days of the year.

The number of loads for the city on which there was no charge was 682 and the number on which the usual fee of 10 cents was collected was 2545, making the total sum collected \$254.50. Half of this goes to the city and the balance to the weigher.

The Rutland News
February 28, 1917

Find Old Record Book.

Doings of Rutland Fire Society Organized in 1829 Chronicled in Volume Discovered in Court House Attic.

During the process of house cleaning County Clerk George N. Harman came into possession of an antique in the attic at the court house. The book is a "Record of the Rutland Fire Society Which Was Organized in 1829." It is of interest because it contains the original signatures of many of Rutland best known citizens who were young men during the early part of the last century. Solomon Foot, John B. Page, Evalyn Pierpoint and many others were members of the fire fighting squad. The book found its way to the court house because F. W. Hopkins, secretary of the society, was also county clerk.

The entries in the book ceased in 1847. One of the last shows that W. F. Gookin, Harvey Roice and G. A. Dyer were fined 25 cents each for not attending a meeting.

Within the pages of the book was found, on a slip of paper, a dismissal from the Baptist church of Middletown Springs given Mr. and Mrs. Amos Bucklin by Rev. Isaac Bucklin on May 13, 1827. This was well preserved as are all of the entries in the book.

The Rutland News
January 19, 1917

CITY SCALES HAVE BEEN PROFITABLE

Apparatus Has Paid for Itself, Its Supplies and Repairs and Netted Rutland \$382 Profits Since 1905.

The statement of the City Weigher, H. B. Whittier published in The Rutland News Thursday, that the scales at the city hall netted Rutland \$127.50 in 1916 calls attention to the fact that the big weighing apparatus, which was installed late in 1905 by a vote of the board of aldermen, has been a good investment, having paid for itself and netted the city a profit above the original cost and the amount spent for supplies and repairs during the 11 years. In addition to the \$382.15, which has gone into the treasury as net gain, the municipality has had all of its own weighing, such as coal bought for the public buildings, done free.

The original cost of the scale was \$553 and the city installed the weighing machine, bringing the total expenditure up to about \$600. The cost each year for supplies and repairs has been about \$20, making the total amount expended to January 1, 1917 about \$819. The total profits for the 11 full years were \$1201.15 divided as follows:

| | |
|------------|----------|
| 1905 | \$ 18.00 |
| 1906 | 59.50 |
| 1907 | 76.25 |
| 1908 | 85.35 |
| 1909 | 106.10 |
| 1910 | 96.65 |
| 1911 | 124.35 |
| 1912 | 125.10 |
| 1913 | 118.65 |
| 1914 | 120.55 |
| 1915 | 143.15 |
| 1916 | 127.50 |

| | |
|------------------------|-----------|
| Total | \$1201.15 |
| Cost and repairs | \$19.00 |
| Net profit | \$ 382.15 |

COMMUNITY HOUSE FORMALLY OPENED

Seven Hundred People See Deed and Keys Turned Over to Congregational Church--- Addresses by Ex-Gov. John A. Mead, the Donor, and Rev. Dr. John M. Thomas

In the presence of about 700 persons and following appropriate addresses by Ex-Gov. John A. Mead and Rev. Dr. John M. Thomas, president of Middlebury college, the deed of the property and the key to the community house on Center street were formally turned over last evening to Henry F. Field, who acted for the Congregational church, by John Abner Mead Hinsman, six years old grandson of Ex-Gov. Mead, who made possible the splendid addition to the equipment of the Congregational church in the gymnasium and community house which are intended for the benefit of the entire city.

The exercises were held in the gymnasium where every available seat was taken, while others stood at the sides and scores remained in the corridors, unable to gain entrance, yet eager to hear the remarks incident to the impressive ceremony which marked the turning over of the gift. The addresses were preceded by music by the community house orchestra and singing by the Kayopha Campfire girls to the accompaniment of ukuleles.

Rev. Dr. Arthur H. Bradford, pastor of the church, presided at the exercises and Rev. G. W. Peck, jr., offered prayer.

Remarks by Donor.

Ex-Gov. Mead in his remarks expressed the belief that a man could get more pleasure out of a gift if he made it while he was on earth than if he provided for it in his will to be distributed after his death. This was his idea in giving the community house. He outlined briefly the good he hoped it might accomplish for the young people of Rutland. He wanted it to be conducted along modern ideas and not in accordance with the "blue laws" of our grandfathers. He believed that all kinds of helpful amusements, including dancing, should be permitted in the community house.

Ex-Gov. Mead pointed to St. Peters Athletic field as an important factor in the development of the young people of the city and one which had done much to bind the boys and girls more closely to St. Peters church.

Message of Dr. Thomas.

Dr. Thomas made reference to Ex-Gov. Mead's gift of the memorial chapel to Middlebury college and told what an inspiration it had been to the pupils as well as to the village people. He referred to the difficulty in making benevolences and stated that he thought the donor of the Middlebury chapel and the Rutland community house had made wise decisions in making his benevolences. He had looked far into the future in both cases. Such an institution as the community house could exert an important influence on the young people and Dr. Thomas expressed the hope that it would do much to keep pure the lives of the young people of this city and help to make of them strong men and women.

Many Inspect House.

More than 1000 persons took advantage of the opportunity to inspect the gymnasium and the community house during the evening. Women of the Congregational church served ice cream and cake to all those present. An orchestra played for dancing in the gymnasium from the time of the closing of the exercises until midnight.

The Community House.

The community house is a three-story brick building, erected about 1860, and originally occupied by the Bank of Rutland. Subsequently it was enlarged and used as a residence, first by J. B. Reynolds and later by L. H. McIntire. The property was purchased by Ex-Gov. John A. Mead in December, 1915, and presented as a Christmas gift to the Congregational church, to be used as "a general center for wholesome recreation and social opportunity." A central heating plant for the house and gymnasium has been installed in the basement and electric lights provided. Hardwood floors have been laid in all the rooms. The walls have been re-papered and many extensive repairs have been made. All this work is part of the donor's gift.

The large room at the right of the main entrance is to be used for reception purposes and small gatherings. The piano in this room, as well as that in the gymnasium, is given by Dr. Mead; the electric fixture by Frank M. Wilson; the rugs by the women of the church. Across the hall are the men's club rooms, with leather furniture, and a pool table, all provided by Dr. Mead. A small office, dining room, spacious kitchen and pantries are also located on the first floor.

On the second floor there are four

large front rooms to be used for the women's societies of the church and for girls' clubs. The church office, where the pastor will keep an afternoon office hour and where his secretary, Miss Louise E. Paige, may be found every morning from 9 to 12 o'clock, is located on the southwest corner of this floor. The office furniture has been provided by the prudential committee of the church society. The other rooms on the second floor are for clubs and for the caretaker's apartment. The third floor, with five large rooms, one extending the length of the building, will be devoted to boys' club activities. The two pool tables in these rooms were given by the former Boys' club committee of the Rutland Woman's club. The table bowling alley is the gift of W. H. Dunn.

The Gymnasium.

The gymnasium, also the gift of Ex-Governor Mead, is a new building, now complete except for the brick-work on the outside. Its dimensions are 84 by 52 feet. The main floor is given to a single room, two stories high, to be used for games, dancing, gymnastic exercises and entertainments. There is a large stage with foot-lights and dressing rooms at either side. The basement is divided into two sections to be used as locker-rooms, one for women and girls, the other for men and boys. Each of these rooms is provided with steel lockers, three shower baths, a tub and toilets. The gymnasium is connected with the kitchen in the community house so that meals may be served in the large hall. The seating capacity of the hall is 600. A tennis court is to be laid out on the grounds to the south of the gymnasium.

The Rutland News
August 4, 1917

COMMUNITY HOUSE IS TO BE RENTED

Building on Center Street, Including Gymnasium, Available for Public Gatherings at Certain Times.

The board of governors met at the Community house on Center street Friday afternoon to provide for the management of the institution during the absence from the city of Rev. Dr. Arthur H. Bradford, pastor of the Congregational church, who is to do his bit in connection with the war by acting as religious director for a soldiers' training camp at Anniston, Ala.

Ray F. Brown of 145 North Main street, will have general supervision of the community house and the grounds.

When the regular schedule goes into force the house will be rented on Wednesday evenings only but for the present it will be possible to rent it or the gymnasium at any time that such rental does not interfere with the schedules in force.

The rental charges at the community house will be as follows: For the gymnasium alone, \$12; gymnasium and cloak room, \$15; gymnasium, cloak room and kitchen with dishes, \$18. An extra charge will be made for the laundering of the linen and parties using the dishes and kitchen will be expected to leave the same in the condition in which they were found.

All applications for renting the rooms at the community house shall be made to Miss Louise E. Paige at the office and bills for the same will be issued by her.

Church and community house organizations desiring to use the gymnasium or club rooms upon dates not indicated by September 1 must obtain permission from Miss Paige at the office before carrying out such plans.

Tennis Court Regulations.

Tickets at 25 cents each may be obtained at the Community house office which will entitle the purchaser to the use of the court for the season of 1917. These tickets shall be non-transferable.

The court shall be reserved at certain times for the use of certain organizations and special times may be designated when the privilege of using the court shall be given to the girls or the boys or to men or women.

All persons using the court are required to wear tennis shoes.

No parties shall use the court for more than two consecutive sets or for time exceeding a half hour when other persons are waiting to play.

Persons using the court may be required to show their tickets at any time.

The Rutland News
May 9, 1917

COMMUNITY HOUSE TO OPEN TONIGHT

President John M. Thomas of Middlebury Speaker of the Occasion.

The community house on Center street, which was presented the Congregational church by Ex-Gov. John A. Mead, will be formally opened to the public this evening at 7.30 o'clock. Exercises will be conducted in the gymnasium and Rev. Dr. John M. Thomas, president of Middlebury college, will give an address. Dancing and refreshments will follow the exercises. The gathering is not solely for Congregationalists but for all people of Rutland who are interested in the community house and the attractions it offers as a place for recreation and education.

The musical program will begin at 7.30 o'clock and will last about a half hour. There will be a selection by the community house orchestra and the Kayopha Campfire girls will sing. Following this, Rev. G. W. Peck, jr., pastor of the Baptist church, will give the invocation and there will be remarks by Ex-Gov. Mead and Rev. Dr. Arthur H. Bradford, pastor of the Congregational church. In addition to President Thomas' address, the formal acceptance of the keys to the community house will be a part of the opening ceremony.

FLAG POLE ERECTED IN HEART OF CITY TO FLY OLD GLORY

Raising of Big Stick Watched By Many People This Morning

Rutland's community flag pole, which, on and after June 5, will raise the stars and stripes 90 feet above the lawn at the north end of Depot park, has been put in to position. The operation looked like a tremendous task to a good sized crowd of interested spectators who watched the proceedings this morning but experts who had the work in charge made light of it and the big stick assumed a vertical position and slid into position between the upright timbers, which are to hold it fast, without a hitch. The power to raise the shaft was furnished by a big trolley car, a system of cables and pulleys being arranged so that a straight pull along Merchants Row did the trick.

The cost of the flag and the pole will be over \$200. The entire amount has not yet been subscribed and the Rutland Business Men's association is willing to receive contributions of cash. A flag 12 by 20 feet in size has been purchased, the committee in charge buying it at a price below what is at present charged at wholesale. The height of the pole is so great that it is believed that the flag will be visible to persons a long distance from the city on any of the approaches.

To Observe Flag Etiquette..

It is the design of those in charge to observe flag etiquette of military posts in the use of the city flag. The United States army officers who are in Rutland on recruiting duty will be asked to see that the proper regulations are observed. In order that the big flag may not become tattered during high winds, a smaller and stronger "storm flag" will be procured for use in severe weather.

Rutland Had Flag Pole in '61.

An old resident of this city has informed The News that a flag pole was erected at the south end of Depot park, near what is now the beef cooler building, during the early days of the war of the rebellion in 1861. This shaft was known as the liberty pole.

MATERIAL HAS ARRIVED FOR SHELTER HOUSE

Erection of Building Will Probably
Take Place on July 4.

The material for the metal shelter house, which is to be erected near the summit of Mount Killington by the Killington section of the Green Mountain club, has arrived and arrangements are underway to get it up the mountain as far as a team of horses can go. It is probable that the horses cannot haul the load to the old hotel site because of the washed out condition of the road but there are a sufficient number of persons interested in the movement to furnish "man-power" for the remaining distance. The plates which will form the building are in pieces sufficiently small so that they can be carried by hand to the place of erection if horses can not go the required distance.

It was planned to put up the building Memorial day but delay in freight traffic and bad weather postponed matters. Even now there is snow on the summit so that it will be impracticable to attempt to have a house raising before July 4. It is probable that the holiday will be decided upon as more people can take the trip and assist in the work than on any other day.

FIFTY ON KILLINGTON FOR THE FOURTH

Metal Shelter House Is Erected—
Free to Everybody.

The much-talked of metal shelter house now stands at the site of the old hotel on Mount Killington, ready to welcome all comers. The latch string will always be out. The building was erected on the Fourth under the direction of the Green Mountain club by the most active of a party of about 50 persons who spent the holiday by climbing the mountain. The building is circular in form and will provide rough sleeping accommodations for a large number of persons. A stove has been put into the shelter.

So long as the property is used as it should be the door will be left unlocked and may be occupied by anybody free of charge. The building is porcupine proof.

James P. Taylor and Dr. Louis J. Paris of Burlington and E. S. Marsh of Brandon were among those who attended the raising here yesterday. Ten men remained on the mountain over night, returning today.

HOUSE OF CORRECTION IS TO MAKE SHIRTS

Marble Plant to Be Discontinued—
Both Men and Women Prisoners
to Be Given Work in New Industry.

The marble shop which for over 40 years has been a part of the house of correction and for 38 years has been under the direction of M. R. Brown, is to be discontinued and the quarters used by it will be given over to a shirt manufactory where both men and women prisoners will be employed. It is planned to make the change about October 1.

The Reliance Manufacturing company of Chicago has made an agreement with John E. Weeks of Middlebury, director of state institutions, for the making of ordinary work men's shirt at the house of correction for a period of three years. The Reliance concern has had a contract with the state's prisoners at Windsor which has been renewed.

Judge Weeks states that the change at the house of correction is made necessary by the prospect of legislation which may interfere with the finishing of marble by prison inmates.

The marble plant at the Rutland institution has been known as the Rutland Marble Manufacturing company.

WINNING TEAM IS SERVED WITH DINNER

Moose Give Banquet for Eagles at
Hotel Hamilton.

A banquet was given at the Hotel Hamilton last evening by Loyal Order of Moose to the Fraternal Order of Eagles. Twenty members of teams representing the two organizations, which participated in the "forty-five" and pool tournaments last winter sat down to the fine dinner. As the Eagles were victors in the tournament, they were guests of the Moose.

Thomas Colomb, director of Rutland lodge, L. O. O. M., acted as toastmaster. There were speeches by George Aldrich, Charles McGinnis, Michael Mangan and Edward Burke.

The committee in charge of the affair consisted of Charles McGinnis, Louis Fredette and Benjamin Warren for the Eagles and J. B. Maranville, R. H. Stockwell and W. E. Powers for the Moose.

SHRINE MANAGEMENT IS IN BANKRUPTCY

Cairo Temple Association Files Petition in United States Court—
Act Was Generally Expected.

The Cairo Temple association of this city, which, as has been generally known, has been in financial difficulties for a long time, has filed a petition in bankruptcy in the United States court of Vermont. The liabilities aggregate \$32,370 in secured claims and \$37,624.21 in unsecured claims. The assets amount to \$43,639 of which \$40,000 is in real estate. The Cairo Temple association controls the Shrine theater building in this city which was built some 10 years ago. The theater did not prove as great a success as was expected and various attempts to make it pay under different managements have failed.

The theater building, which is the real estate owned by the association, is mortgaged to the State Trust company to secure payment of \$30,000 specified in 60 first mortgage five per cent gold bonds of \$500 each which draw interest at five per cent. This mortgage amounts to \$40,000. The personal property includes chairs valued at \$1500, crockery \$800, scenery \$200, tables \$160. There is also a piano and other equipment.

The unsecured creditors include: The Clement National bank which holds a promissory note for \$1240.56 signed by Jake Heyman, and promissory notes of \$1000 each from W. F. Burditt, H. O. Carpenter, S. M. Willson, D. W. Temple and J. E. Thomson.

The Lamoille County National bank of Hyde Park has a \$10,000 claim made up of promissory notes for \$1000 each, endorsed by A. L. Adams, G. E. Chalmers, J. H. Dugan, P. H. Seaver, F. W. Agan, G. H. Grimm, J. E. Thomson, F. M. Willson, George T. Chaffee, Louis Martel, W. W. Nichols, W. R. Kinsman, C. H. Landon and Jake Heyman.

Other creditors are: National Black River bank of Proctorsville, \$1000 note endorsed by George F. Leland; John H. Dugan, \$1000; Michael Dugan, \$500; James A. Kelley estate, \$1000; N. M. Bradley, \$1000; A. L. Taylor, \$1000; Heyman Brothers and Wakefield, Boston, opera chairs, \$400; Cahee House Furnishing company, \$576; Allen National bank of Fair Haven, note endorsed by Kelley Brothers, \$1000; Burditt Brothers, coal, \$291.13; MacDonald and Joslin company, Boston, balance due on contract for building, \$4556.50; Baxter National bank of this city, promissory note endorsed by 28 men, \$1264; Rutland Evening News, advertising, \$239.80; R. W. Kenyon of this city, \$160; Rutland Herald, advertising, \$186.02; Rutland Railway, Light & Power company, \$500; P. H. Seaver, \$400; Roger S. Pike, labor and moving picture account, \$575.

RIVER STREET DUMP TO BE DISCONTINUED

Offensive Refuse Near Dorr Bridge Will Be Covered With Dirt by Order of Health Authorities.

Those who walk or drive through River street in the neighborhood of Dorr bridge and the crowds who attend baseball games and the like at St. Peters field hereafter will not have to secure nose masks. The offending city dump with its foul odors of dead fish and decayed fruit having been ordered discontinued.

Many complaints have been made as result of the use of this place on the north side of the highway just east of the bridge as a place for depositing refuse and today the city board of health took action in the matter. Dr. F. H. Gebhardt said that he had issued instructions to the city authorities to put a stop to the use of the place as a dumping ground and to cover with dirt all matter that now lies in heaps on the spot.

The dump has been designed to fill depressions in the pasture land belonging to St. Peters parish. These hollows fill with water during wet seasons and in its present condition the land is unfit for use for any purpose.

RUTLAND COUNCIL BUYS PROPERTY

Takes Over Clark & McMaster Premises on Grove Street—Will Rent Place for the Presnt.

The Clark & McMaster Piano company property on Grove street was today transferred to Rutland council, Knights of Columbus, by the trustee of the bankrupt piano company estate. The fraternal organization has for some time been looking for a site for a clubhouse but because of the unsettled condition of affairs in the country they will make no attempt to build at present, renting the premises.

The lot which has changed hands is about 95 by 140 feet in size. A large house and a garage stand on it at the present time. The house is unoccupied. The garage is used for the business of W. H. Williams.

FIRE CAUSES LOSS OF ABOUT \$10,000 IN BIG STOREHOUSE

**F. H. Remington and Chaffee
and Stoddard Heaviest Los-
ers in Early Morning Blaze
in Vermont School Seat
Plant on Strongs
Avenue**

A loss of about \$10,000 was caused by fire early this morning which destroyed the upper story of the Vermont School Seat company building on Strongs avenue, ruining a large stock of merchandise belonging to the Remington Furniture company, which was stored on the top story, greatly damaging home furnishings of four lessees who had storage space on the second story and drenching stock and machinery of the woodworking shop which F. H. Remington conducted on the ground floor. In the basement was stored building contractors' machinery belonging to Mr. Remington which was also thoroughly soaked.

The cause of the fire is not known. It gave both companies of the fire department four hours' fight and the men succeeded in confining the flames to the third story, being highly complimented by Mr. Remington for their effective work. The roof was entirely burned off and most of the woodwork of the upper floor was consumed but the damage on the middle floor was almost entirely by water.

An alarm was sent in from box 36 at 1.58 o'clock by a watchman at the Howe Scale works which are located just across the railroad tracks from the School seat building, and it was not until 6.30 that the release was sounded. Fire smouldering in the filling of mattresses was one reason for the long fight. So difficult was the work of extinguishing the burning hair, cotton wadding and excelsior that it was necessary to send a fireman with a chemical apparatus to the building at 10.45 o'clock to put out a fire which had burst into flame anew.

Entire Upper Floor Aflame.

When the motor truck and the company with the horse drawn vehicle from up-town reached the scene of the fire almost the entire upper floor of the big building was burning and tongues of flame were shooting out of the roof in several places. It was necessary to pour water from four streams into the burning mass before the fire was subdued. The motor truck was sent back to the city hall for additional hose and a long ladder in order that the firemen might work the more advantageously.

The fire evidently started near the middle of the building on the top story. No one had been in this room since yesterday morning when an electrician was at work there. Men had been at their duties on the lower floor up to the usual closing hour yesterday. There were many mattresses on the top floor and, after the hosemen had the flames partially under control, many of these were thrown out of the windows. Bed springs and other household furnishings were among the other articles immediately in the path of the flames.

The Remington company makes a business of furnishing storage space for furniture and the middle floor was used for this purpose although a part of the upper floor was also sheltering similar goods. Those who rented storage space were H. H. Stickney of Worcester, Mass., formerly of this city, Paul Sturtevant, Rutland, the Tuttle company, office furniture, and the Rutland Womans club. Some of these people were without insurance. Mr. Remington is well protected by insurance as are George T. and Newman K. Chaffee and Ralph Stoddard, who own the building. The Remington loss will probably be \$6000 while the damage to the building will approximate \$3500. The other individual losses will total over \$1000.

Mr. Stickney had expected to come to this city today in an auto furniture van and take his household goods to Worcester.

The woodworking shop on the ground floor which was started last winter in a small way had recently been fitted with considerable new machinery and there is some apparatus in the building which has not been unpacked as yet. Much of the belting is ruined and house furnishings, such as window casings, as well as library tables, a new department for the Remington Furniture company, are seriously affected by the water. It is stated that the concern had partially completed orders to the amount of \$1000 in the building.

Structure Old One.

The Vermont school seat building is an old wooden structure. It was erected originally for the manufacture of seats. Later the Mosely & Stoddard concern used it for manufacturing purposes and it was afterwards rented to the Manning Manufacturing company, being idle for some time before Mr. Remington leased it over a year ago.

The Rutland News
April 14, 1917

MILITIA GUARDING

F. R. PATCH PLANT

The 18 members of company B, V. N. G., of St. Albans, who have been at the local armory for several days awaiting orders, moved their headquarters today to the clubhouse at the F. R. Patch Manufacturing company plant and for the present will guard the plant night and day. It was stated that there had been no act of violence or threatened violence which made the move necessary.

Asked if the rumor that the plant is to make munitions of war is true, F. R. Patch said: "We have no contract for any such work and will not manufacture munitions unless the government demands it."

The Rutland News
April 17, 1917

PATCH CONCERN MAY HAVE NEW FACTORY.

Rumored Local Concern Is About to Buy Controlling Stock of Glens Falls Establishment.

The Glens Falls, N. Y., Post-Star states in a local news item that George T. Chaffee of this city, representing the F. R. Patch Manufacturing company, has been in Glens Falls negotiating with the controlling stockholders of a machine making concern in the New York state town for the purchase of their stock with a view to establishing a factory at Glens Falls to be run in addition to the Rutland plant.

Neither Mr. Chaffee nor Fred R. Patch, president of the Patch company, would discuss the proposition today, saying that the matter was in altogether too embryonic a form to talk about.

The Rutland News
April 19, 1917

PATCH CO. BUYS PLANT AT GLENS FALLS, N. Y.

Negotiations Which Have Been Under Way for Some Days Are Completed—Concern Turns Out Paper-Making Machinery.

F. R. Patch, president of the F. R. Patch Manufacturing company of this city, has completed the negotiations for the purchase of a plant in Glens Falls, N. Y., which have been underway for some days as stated in The News Tuesday.

The property taken over is that of the Glens Falls machine works. It includes a foundry and a machine shop of brick construction where 50 men are given employment. About one acre of ground surrounds the buildings.

The concern has lately been engaged in the manufacture of wet press machinery used in paper making. The Patch company has made some machinery for the Glens Falls concern during the last few years and it is supposed that much of the business of the New York state plant will continue to be handled in this city. It is denied that the purchase of the Glens Falls property means the resumption of munitions making and Mr. Patch has stated that he did not expect to again take up the manufacture of ammunition unless the government wanted the local plant for the purpose.

Rutland Daily Herald
July 31, 1923

RUTLAND BAPTISTS TO OBSERVE CENTENARY

Plans Underway for Celebrating in Fall 100th Anniversary of Church.

Members of the Baptist denomination here are making preliminary plans for their centennial jubilee. This 100th anniversary of the founding of the church in Rutland will take place in the middle of November. The plans call for a celebration of two weeks.

The first week of the jubilee is to be of a social character and the second will be of an evangelistic nature. The social week will include, among other events, a community night at the church, a fellowship supper, and a musical evening.

Among speakers who are already engaged to be present are two former pastors of the Rutland Baptist church, now retired. They are Rev. Dr. Gibbs Braislin of Haddonfield, N. J., and Rev. Charles A. Reese of Boston. Rev. Dr. William A. Davison, of Burlington, superintendent of the Vermont Baptist convention and Rev. Dr. George A. Stillwell, superintendent of evangelism of the Northern Baptist convention, also will be speakers.

Mrs. Catherine Kinsman Johnson has been appointed historian for the occasion. She will write and deliver the church history sketch.

Rutland Daily Herald
August 1, 1923

APRON CONCERN HAS PERMANENT QUARTERS

Company Burned Out Easter Sunday to Occupy Part of New Wales Street Block.

The Dunn block on Wales street will be completed and ready for occupancy about September 15. This structure when finished will be a two-story building of brick and tile. The girders that support the building are of steel. The floors and staircases will be cement. Steel ceilings and a concrete roof will carry out the plan of making the building entirely fire-proof. Ample daylight at all times will be afforded by the 16-panes of glass, 14 by 22 inches, in each of the 52 steel window sashes. The floor space alone will cover over 4000 square feet. The contractor and builder is A. J. Bissell of this city.

The basement of the new building is to be occupied by Dunn & Sullivan who will carry a line of radios and radio supplies. A high power radio apparatus is to be installed.

The ground floor will be occupied by James H. Dunn, owner of the building. This floor is to be equipped as a bowling alley and billiard hall.

The Dick and Kazon company, known as the Rutland Apron company, burned out Easter Sunday, will be moved to the second floor. This concern, whose equipment was destroyed by fire last spring has secured entirely new and modern machinery. Place will be left on the second floor for the office of the manager, Abraham Dick. There also will be space for a rest room for the employees and for a supply of first aid materials.

The Rutland apron company was established in this city five years ago. Of the 70 employees, 25 have been with the concern since it started here. Mr. Ginsberg of New York, owner, presented all the girls who stood by the company during the two weeks it was looking for rooms after the fire last spring, with a \$5 gold piece. The company has temporary quarters in the Strand building.

Rutland Daily Herald
August 3, 1923

Bay State Tourists to Be Seen on Screen

Belmont Improvement Association to Show Trip of Former Vermonters.

The Belmont Improvement association of Belmont will present at its Community house tomorrow evening the motion picture production of the five-day automobile pilgrimage through Vermont taken May 30 to June 3 by the Vermont association of Waltham, Mass.

The picture depicts the trip from the time it leaves the Bay state city, through Massachusetts and the Green Mountain state. It shows how the members were received by the different chambers of commerce, boards of trade, the presidents of the University of Vermont, Norwich university and Middlebury college, by Gov. Proctor, and ex-governors as well as many state and city officials.

This trip was arranged and personally conducted by R. H. Derrah, publicity director of the Hotel Association of Vermont, who will be on hand to tell the citizens and summer guests of the hill town what he is endeavoring to do to boost the Green Mountain state as a touring and vacation region.

The Improvement association of Chester will show the pictures in the town hall on Monday evening.

It is expected that there will be from 7000 to 8000 feet of motion pictures of historical places, picturesque scenery, industries and resort attractions through Vermont ready in the fall for exhibition in the eastern and central states during the coming winter and spring.

Rutland Daily Herald
August 30, 1923

Replace Metal Traffic Signs by Cement Posts

Cement traffic posts were erected yesterday by employees of the public works department at the intersections of Center street and Merchants row, Washington street and Merchants row, River street and Strongs avenue and Pine and West streets. The posts are to replace the metal standards formerly in use.

The post at the corner of Merchants row and Center street will be equipped with an electric light and the others will be surmounted by lanterns.

ANCIENT POSTER COMES TO LIGHT

**Advertises the First Rutland
County Fair--Lots of Red Tape
Then in Competing for
the Prizes**

An advertising poster which is 71 years old and of interest to all agriculturists and persons interested in fairs, is owned by Charles E. Tuttle of this city. The bill announces the first annual fair of the Rutland County Agricultural society and the premium list shows that the great, great forbears of the present generation were interested in quite a different line of exhibits from those called for in the fair books of today.

The men of 1846 were interested in having trees transplanted and it is possible that those that now line the highways of the county and give such gratifying shade in hot summer days were transplanted with the hopes of securing the award from the agricultural society of that day. A premium of \$5 for first and \$3 for second choice was given for the "Best lot of maple trees not less than 50 in number, transplanted in or near the highway this spring, regard being had to their appearance at the time of the fair."

In 1846 field produce was not judged by a number of sample ears of corn or small measures of grains but \$5, \$4, \$3 and \$2 was given for the best acre of wheat and corn and prizes of \$3 and \$2 for the same acreage of oats, rye and peas. It took a half acre of potatoes to secure a premium and a quarter of an acre to get a judging on beans, carrots, ruta bagas and beets.

Spinning Wheels Were in Use.

Encouragement was given to the product of the spinning wheel and premiums were given for: Best 10 yards of flannel manufactured in the county; best pound of linen thread; best 10 yards of tow cloth, etc. For the men there were premiums on the best six dressed calf skins, best pair of shoes, best three side soles of leather, best five sides of upper leather, best specimen of tinware. Then there were premiums on all kinds of farming implements but the exhibitor was obliged to prove that the patent or the machine was the work of his own hands.

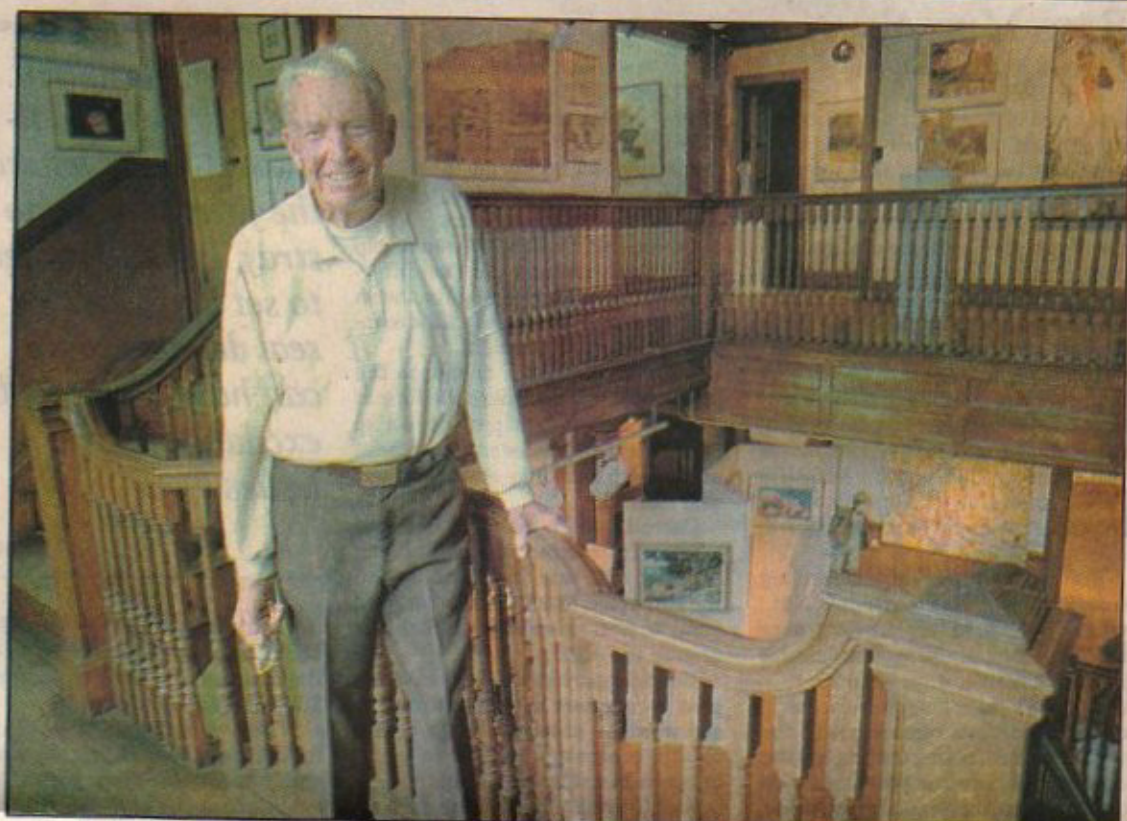
The importance of the sheep industry of the day is shown by the fact that nearly one-seventh of the entire premium list of about 200 articles is devoted to different breeds of these animals and awards were given in some cases on groups of 25 ewes.

Much Maple Sugar Was Made.

For the largest amount of maple sugar made at one place, the quality being taken into consideration, \$10 was awarded. Other premiums were given on 25 pound lots. Everything was handled on a big scale.

The constitution, managers, committee of awards and rules were published on the bill and the strictest regulations were made to prevent any person from getting premiums under false pretenses. Where awards were made for field crops the exhibitor had to lodge specifications on how the crop was cultivated, the expenses connected with the production and the condition of the land the previous year. The land had to be in one piece and the crop had to be harvested and the land measured in the presence of disinterested witnesses. The statement containing the facts was filed with the crop committee 10 days before the annual meeting.

The first fair was held at Castleton and prominent men from all over the county were on the board of managers and the different committees. Among those from Rutland who were connected with the organization in an official capacity were: On the board of managers, Daniel Kelley; recording secretary, J. C. Thrall; on the committees, Robert Pierpoint, G. R. Orcutt, Benjamin F. Blanchard, G. T. Hodges, Henry W. Lester, Luther Daniels, Charles Burt, Benjamin Smith, John Cain, Thomas J. Ormsby, James Barrett.



Staff Photo by Vyto Starinkas

G. Keen Chaffee will be among those on Friday celebrating the 100th year of the Sunny Gables, the name of the mansion housing the Chaffee Center for the Visual Arts.

Chaffees Color City History

By YVONNE DALEY
Herald Staff

When G. Keen Chaffee was a boy, he liked to begin the day with his grandfather in the den of the family's Victorian mansion on South Main Street.

There, the two would dunk donuts while Frederick Keys Chaffee, a silversmith, lumber magnate and civic leader, tutored his grandson in the laws of electrical engineering or the power of positive thinking.

In the afternoon, visiting musicians might entertain Rutland's elite in the sunny music room of the 19th century building while, in a nearby sitting room, Chaffee and his friends entertained the adults with drama recitals and poetry readings.

Friday night, Chaffee, now 81, will be among the guests who will celebrate the centennial of Sunny Gables, the name his ancestors gave to the handsome building 100 years ago.

In 1962, the Chaffee family began loaning the turreted stone and wooden building out as home for the non-profit Rutland Area Art Association.

Twenty years ago, the association purchased the building and established the Chaffee Center for the Visual Arts here. Friday night's celebration coincides with a reception marking the opening of the 35th annual Artist Members' show.

Along with work chosen from more than 200 member artists, decades-old photographs of the Chaffee family and Sunny Gables will also be on display.

These provide a pictorial view into a family whose wealth allowed them to travel extensively, bring the first automobile to Rutland and help reintroduce deer

(See Page 15: Chaffee)



Photo Courtesy of G. Keen Chaffee

G. Keen Chaffee is seen as a young boy on the porch of the century-old family mansion on South Main Street.

Chaffee

Continued from Page 13

to the Rutland region.

Viewers will see Chaffee's father and aunts as youngsters visiting the Taj Mahal Gardens at Agra, India, during a family trip around the world in 1902. Furniture from that trip decorated the Chaffee home, including teak pieces from China that are on display in the Van Wyck Room of the Chaffee Center.

Other photos include one taken by Keen Chaffee. It shows his sister Charlotte teaching Harpo Marx how to drive his new power boat near Lake Bomoseen's Neshobe Island, a former haven for the literati frequented by the Chaffee siblings.

Chaffee's great-grandfather, Frederick Keys Chaffee, was born in Becket, Ma., and moved to Rutland, then a booming community, in 1849 to open a jewelry and clothing store. Some of his handcrafted silverware can be seen at the Bennington Museum.

After marrying Charlotte Thrall, a Rutland native, he gave up the store and became partners in a successful lumber business. In Rutland, the Chaffee Lumber Company on West Street was the predecessor of today's Rotella Building Materials, Inc. Frederick Keys Chaffee also owned the former Patch-Wegner Co., a foundry on Howe Street.

In 1858, he and two other men traveled to Virginia, bought two train carloads of deer and shipped

them to Rutland to replenish Vermont's nearly extinct deer population.

Chaffee's grandfather, George Thrall Chaffee, owned a considerable amount of land in Rutland. The old "Alfrecha" railroad station and road in Clarendon were named for his children, being an anagram of their names ("Fre" for Frederick Chaffee, Keen's father; "Al" for his aunt, Alice Bowker; and "Cha" for another aunt, Charlotte Jarvis).

The grandfather not only took his family around the world but also built the Playhouse in downtown Rutland, where minstrels, follies, magic shoes and silent pictures were held.

His son, Frederick Stoddard Chaffee, followed the family tradition of balancing business interests and civic responsibility with personal enjoyment. Keen Chaffee's father began working at Patch-Wegner in the drafting room.

Working his way up through the foundry and machinery shop, he eventually became president of the company. He was also associated with several local banks, including the Killington National Bank, which became First Vermont Bank & Trust, and the Howard Bank.

At the same time, Keen Chaffee's father was involved in outdoor sports, especially hunting and fishing. He took great pleasure in watching his grandchildren, in particular Suzy Chaffee, succeed in ski-

ing.

Keen Chaffee continued the family's association with Patch-Wegner as well as the family-owned Glens Falls Machine Works machinery manufacturer. At the same time, he nurtured the family's commitment to the arts, in particular the Chaffee Center for the Visual Arts.

On Thursday, Chaffee talked of his favorite memories, which almost always go back to the family home where he was born and lived his first years. Even after his family moved to a house close by, he spent much of every day at the South Main Street mansion.

If you go to the reception or the show, which continues until Oct. 20, check out the building's turrets, porte cochere, slate gambrel roof, three fireplaces, oak wainscoting and detailed parquet floors. A little imagination and you can picture Keen Chaffee playing in the upstairs hallway with an ivory model of the Taj Mahal.

The opening reception Friday night begins at 5:30 p.m. Three notable art jurors will be present: Katherine Hart, curator of the Hood Museum of Art at Dartmouth College; William Richard Best, a fine art conservator from Dorset; and Bill Boztow, an artist and art historian.

There will be a cash bar and food catered by the Cortina Inn. A \$5 donation at the door benefits the Chaffee's Second Century Fund.

PUBLIC WHIPPING IN RUTLAND DESCRIBED

Late Kirby Smith's Book
Speaks Of Incident Which
Happened in 1814.

BOOK IN LIBRARY.

Writer Who Spent Early Days
Here Devotes Chapter to
North Main Street.

Among the books at the Rutland Free Library, which were put into circulation yesterday is "Martial the Epigrammatist," written by Kirby Flower Smith, formerly professor of Latin at Johns Hopkins University. Mr. Smith has been dead for two years. His boyhood was spent in what is now the P. R. Eaton Place on North Main Street in this city.

One of the chapters of the book is valuable from a local standpoint. It is entitled "Boyhood Reminiscences of a Country Town." His description of Rutland, pictures the city as a village of a little less than 10,000 at that time the largest town in the State.

In the words of the author, Main Street was, "that thoroughfare, which is found in nearly every New England village, and as in our case is usually the oldest and involves much of the traditional lore of the place. It runs directly north and south, for several miles and is a portion of the old military road, carried through the forest from Boston to Montreal in 1759. Before the days of railways it was the regular stage route between these cities. In the midst of the street once stood the old stockade, the original nucleus of the place. The spring that supplied it with water is now 12 or 15 feet below the surface. On the one side of it was the Franklin Hotel, the Court House, and two or three old stores, all burned down, in my earliest childhood, and on the other the old Village Green, now a park. Here was where the June trainings, used to be held, and here, in the month of February, 1814, on a day when the thermometer was something like 40 degrees below zero, occurred the last public whipping in the State—thirty-nine lashes upon the bare back well laid on as the old writ gringly expressed it.

"The entire program of this celebration was once given me by the one who had been present and remembered all the particulars. The new town was down the hill, and had grown up since the coming of the railroads.

"Main Street is fully 800 feet wide flanked on either side by rows of elms or maples, varied now and then by the locusts and poplars which were so fashionable in the landscape gardening of a century ago. Many of the houses, surrounded by great trees and sloping lawns, belonging to the same period."

The Rutland News
February 24, 1921

NEW JAIL READY FOR COUNTY COURT TERM

Expected That Six Cells Will Be
Completed By Second Week
In March.

The new Rutland County Jail on Center Street, which has been in process of construction for a year, will be used for the first time during the spring term of Rutland County Court which opens March 8. An effort is being made to rush the finishing touches on some of the cells in order that one section may be ready for occupation when court is in session. This will insure a place in Rutland for keeping prisoners going before the court to be sentenced.

Since discontinuance of the House of Correction and the County Jail which was attached to it, Rutland County has been obliged to send prisoners to Middlebury, paying railroad fares and board. It would be very inconvenient when court is in session if it were necessary to go 35 miles for accused persons when they are required to stand trial or testify.

The section of the local jail which will be ready first, according to Deputy Sheriff John F. Smith, the jailer is that which will eventually be designed for women's quarters. There are six cells which will be finished first.

The Rutland News
December 8, 1921

PIED PIPER NEEDED IN RUTLAND TO RID CITY OF HORDE OF RATS

DRIVEN FROM DUMP BY COLD RODENTS OVERRUN
HOUSES ON LOWER RIVER STREET—CITY
AUTHORITIES ARE APPEALED TO

This city is in need of a Pied Piper. Grand Juror John S. Dorsey has been asked to rid lower River Street residences and outbuildings of a rat pest and he believes that the request is without exception, the most unusual that was ever made of a prosecuting officer in this city.

After poring over the statute books, Mr. Dorsey can find no act providing a way for a prosecuting officer to take action against rodents, no matter whether they are guilty of entering the domiciles of man without leave, whether they disturb the public peace or whether they endanger the health of a community, so he has appealed to the police department for a solution of the problem. Equally puzzled, the officers have "passed the buck" to the health department, arguing that rats are vermin which are claimed to be one of the worst carriers of disease germs known to science.

The primary cause of all the trouble is a dumping ground situated on the north side of River Street, west of Meadow. All kinds of refuse has been put in this place for two or three years in an effort to bring the level of a certain field up to that of adjoining property. The deposits

included some material which provided food for the rats and they have multiplied until, residents of the vicinity say, they must have equalled the horde which the Pied Piper drew from Hamelin. There are rats of all sizes, little fellows which came to the world the past summer, middle sized ones and rats of huge size which are fierce in appearance and are not afraid to face a tom cat or the best terrier that can be found.

Cold Drives Rats Indoors.

So long as they stayed in the dump the rats were not molested except by the small boy who found them good targets for his air rifle or "22" but since cold weather and snow came, the animals have sought warmer quarters and persons occupying houses in the vicinity complain that their residences are overrun with the objectionable creatures. They are so plentiful that they may be seen scurrying about by day as well as night. Scores have been trapped, many have been shot, others have furnished meals for sundry cats and mongrel dogs and still they come by hundreds.

Authorities say that the pest has become a serious one and decisive action may be necessary to rid the community of it.

TON OF POISON TO BE USED TO RID RUTLAND OF RAT POPULATION

**"PIED PIPER" WILL EMPLOY BARIUM CARBONATE IN-
STEAD OF A FLUTE—CAMPAIGN TO
START NEXT WEEK**

The Pied Piper for which The News advertised a few nights ago has arrived in the shape of S. J. Kidd of Norfolk, Va., who will start a rat extermination campaign in this city, beginning next Tuesday. At the present time, Mr. Kidd is going the Pied Piper act in Troy, N. Y., and when the battle has been won there, he will come to Rutland. His headquarters will be in the rooms of the Chamber of Commerce.

The offensive against the rodent population of the city was deemed necessary after complaints had been made to City Grand Juror John S. Dorsey that the cold weather had caused the rats which had spent a successful summer on the city dump on River Street to seek fields anew and had settled in some of the houses in the locality of the dump. The situation is such that Mr. Kidd's campaign is to be carried out with the consent and approval of Mayor James C. Dunn. The work of extermination will be carried on all over the city.

To Use Ton of Poison.

Weather permitting, the city dumps and other places where rats are congregated in large numbers will be baited Tuesday night with barium carbonate, a ton of which powerful poison will soon be shipped to the city. Mr. Kidd and his assistants will spend two or three days organizing an educational campaign to obtain the cooperation of merchants and householders in the drive against the disease carrying animals. The campaign will be handled under the direction of Mr. Kidd with the assistance of the Department of Health, Chamber of Commerce and the United States Public Health Service.

Merchants in the downtown section of the city will be the first to be approached by Mr. Kidd and his corps as it is wished to tackle the hardest part of the campaign first. While the business men will be asked to join in the affair, they will be permitted to use their own way in killing the rats and if they do not wish to use the barium carbonate, they can use any other kind of poison.

Business houses that do not want to undertake the work themselves will be given aid as Mr. Kidd is prepared to send his own men into such places for the purpose of placing bait for the rodents and rendering any other assistance that may be required.

Rats Menace to Health. ²³⁴

The rat extermination expert will visit the schools of the city and speak to the children on the dangers that may come from rats and tell them of the necessity for the preservation of health in the home.

"Our first task in Rutland is to wake the people up to a realization of the dangers to health from rats," declared Mr. Kidd yesterday afternoon. "The rat has been considered a sort of a nuisance, but people have never properly considered the dangers from his carrying disease germs. The health of the community depends

upon ridding the city of these animals that infest homes and business houses in large numbers.

"In places where there were a few rats a year ago, there may be hundreds today and if they are not molested, the number may be increased to thousands in another year."

How Poison Operates.

The poison known as barium carbonate, while peculiarly powerful in the killing of rats, is not dangerous to other animals and offers no dangers to human beings. The effect on the system is nauseating and rats, unlike other animals, cannot vomit.

The bait will be placed on the dumps some night next week, possibly Tuesday, if the weather permits. It would be useless to place the bait during either rain or snow, declared Mr. Kidd, because the barium carbonate easily dissolves.

It is known that rats carry germs of infantile paralysis, scarlet fever, typhoid fever and diphtheria, Mr. Kidd states. Health officials in some cities have concluded that many epidemics, costing hundreds of lives, have been aided by rats. A large amount of literature will be distributed about the city during the campaign showing the menace represented by rats. A local organization will be formed to continue the war on the rodents after Mr. Kidd and his assistants have left the city.

The Rutland News
December 30, 1921

ANTI-RAT FIGHT BEGINS MONDAY

Campaign Delayed By Transportation Difficulties During The Holiday Period

POISON ARRIVES

Men Who Are to "Bait" Rodents Are In Town Ready For Campaign

The campaign to rid Rutland of rats, which has been delayed owing to the difficulty of transportation of materials during the holidays, will begin next Monday or Tuesday with the arrival of S. J. Kidd who will superintend the work. A member of Mr. Kidd's force has been in the city for the past few days, making a canvass of the business places and taking orders for the placing of poison in the establishments which are infested with the animals.

It is planned to place poison in the city dumps some night the first of next week and the work in the business houses will be carried on simultaneously. A large quantity of barium carbonate has been sent to Rutland, this being the poison used in ridding communities of the rodents.

Mr. Kidd's headquarters while in the city will be in the room of the Chamber of Commerce and anyone wishing advice or assistance on the rat problem may get it free of charge.

The rat riddance campaign, which is to be carried on with the approval of Mayor James C. Dunn, is the outgrowth of complaints made to City Grand Juror John S. Dorsey that the cold weather had driven the mammals from the city dump into the houses in the neighborhood of lower River Street. That rats are carriers of dangerous disease germs is a well recognized fact and city officials declare that they were glad to get the services of Mr. Kidd in ridding the city of the rodents.

The Rutland News
January 4, 1922

MORTALITY IS HEAVY AMONG RAT HORDES

"Pied Piper" Kidd Visits City of Rutland And Spreads Poison

A large quantity of dead rats marked the path of the activities last night of "Pied Piper" S. J. Kidd of Norfolk, Va., who, with two assistants, is in the city to wage war on the rodents. Up to this time about 20 places have been baited with barium carbonate which Mr. Kidd uses in his extermination campaigns and everywhere results have been satisfactory and the death toll of rats has been large, he states.

During the remainder of the week Mr. Kidd and his assistants will continue to bait business places where such service is desired and Mr. Kidd will visit the schools of the city and tell the pupils of the dangers to health for which rats are responsible and ask their assistance in his endeavors to rid the city of the animals.

Cold Drives Rodents Indoors.

It was intended that the city dumps would be baited first, but the severe cold snap has made that impracticable for the present. When the thermometer hovers around zero, according to Mr. Kidd, rats hunt out some building where they can be more comfortable. If the weather does not get considerably warmer during the stay of Mr. Kidd in Rutland, enough of the poison will be left in the city so that the health authorities may attend to the dumps when the rats begin again to infest them.

It is possible that Mr. Kidd will carry on his campaign extensively among the dwelling houses of Rutland, if such services are desired, as many citizens have already complained to him about having rats on their premises. Anyone wishing help or advice concerning rat extermination can get in touch with Mr. Kidd by calling the Chamber of Commerce.

A number of business houses and other establishments are to be baited this afternoon and evening.

The Rutland News
February 28, 1921

BROCK HOUSE SOLD TODAY TO NEW YORK MAN

Henry Stanley Parker Buys
"Family Hotel" In This City
From J. M. Stay of Rut-
land.

NAME RETAINED.

New Owner Will Cater Especi-
ally to Parties of Young
People and Tourists—Many
Repairs Contemplated.

The Brock House property, situat-
ed at the corner of South Main
Street and Engrem Avenue in this
city, was today sold to Mr. and Mrs.
Henry Stanley Parker of New York
by J. M. Stay, who purchased the
property from the Brock heirs last
August. This tavern, which is
nearly 100 years old, is the most
ancient hostelry in the city. It was
kept in the early years by Eleazor
Wheelock, who was at that time in-
terested in the stage lines, which
were the means of transportation
before the railroads. It was then
only two stories high, until the
third story was added by another
purchaser, Josiah Huntoon.

After being owned respectively by
John Engrem and R. C. Wickham,
it was bought by the late Samuel A.
Brock, who added the piazzas, and
kept the place for 37 years, the re-
mainder of his lifetime. Since his
death a few years ago, it has been
at different times, in charge of Mrs.
C. C. Sinsabaugh, Thomas Coniff,
Fred W. Rowell, Frank Dignam,
and Mr. Stay.

Name Unchanged.

The new owners will immediately
assume possession of the property,
retaining the name of the place as
"The Old Brock Place." Extensive
repairs will be begun at once in-
side, in redecorations, and the addi-
tion of shower baths and private
baths will be made in many of the
rooms. The exterior of the place
will be repainted in the spring, and
the premises beautified.

Mr. Parker, who is a well known
New York hotel man, up to recently
was connected with the Holland
House, corner of Fifth Avenue and
30th Streets. He stated this morn-
ing that he will cater particularly
to parties of young people, ban-
quets, and to tourists. The place
will also be a family residential ho-
tel as in the past.

The Brock House is a three and a
half-story wooden structure of 45
rooms.

The Rutland News
March 22, 1921

HOTEL TRAKENSEEN AT BOMOSEEN SOLD

Street Railway Company Deeds
Summer Hostelry to Charles
K. Ballard.

HAS BEEN MANAGER.

Formerly Known As Walker
House—Popular Place For
Vacationists.

Charles K. Ballard of Gibson Ave-
nue has purchased the Trakenseen
Hotel at Lake Bomoseen, formerly
known as the Walker House from
the Rutland Railway, Light and
Power Company. This sale not
only comprises the hotel property
on the lake front, but also extensive
tract on the east side of the highway
upon which is located several cot-
tages and other buildings. Mr. Bal-
lard operated the Hotel last sum-
mer under a lease from the railway
company. The property originally
purchased from Mr. Walker by G.
Tracy Rogers, who deeded it to the
electric company in 1912.

The hotel itself includes 43 rooms
a large dinning room on the lake
front and it is thoroughly modern
in every way. It was the last piece
of property owned at the lake by the
Power Company which originally in-
cluded a tract of 100 acres.

Sold at Low Figure.

It is understood that the purchase
price was not over \$7500. If the
hotel were replaced at the present
time, with building conditions as
they are, it would cost \$50,000. The
original price of erection was not
far from \$25,000.

The Rutland News
September 20, 1921

MANY RUTLAND HOUSES BUILT ON CITY PROPERTY

ON SOME STREETS RECORDS OF PUBLIC WORKS DEPARTMENT SHOW NO LINES AT ALL; ENCROACHMENTS ON PRIVATE GROUND

Many houses in the city of Rutland are built on land which does not belong to the owners of the buildings, The Rutland News has learned on the most reliable authority. The cause dates back decades and perhaps generations and is due to faulty engineering and the destruction of reference points taken when various parts of the city were laid out.

On Park Street, for example, there are no records anywhere in the Public Works Department which give any lines at all, and with reference to the street and city property there is no known way of telling where the city's property leaves off and the individual land holder's property begins.

All of Main Street is confused and many persons there believe they own property which is not theirs. There are three specific instances already known to the Department of Public Works where parts of houses actually rest on city property. These are on South Main Street, Terrill and Nichols Streets. Deeds in many cases have been taken from angles at street corners which, during the course of years, have changed materially.

On the other hand the city has in

some instances infringed on private property. The Baxter place, on Grove Street, is an example. The Baxter property actually extends well into the sidewalk on the east side of Grove Street.

The difficulty lies in the accumulation of errors of decades, according to Commissioner of Public Works J. P. Feeley. Other city engineers have recognized the condition and have tried to rectify it but have never been provided with facilities for doing so. Commissioner Feeley wants to have an engineering party of four men make a thorough survey of the city, lasting for a year, at a cost of approximately \$5000. One of the duties of this party would be to set up permanent markers at the proper places thus to enable the making of lasting reference points and records.

It is also believed by the Department officials, although in many instances not yet conclusively proven, that parts of the houses of several of Rutland's most prominent citizens rest on property which is not theirs, and there are thought to be instances where a man has not only built on city property but also on land which belongs to his neighbor.

The Rutland News
November 29, 1921

THIS CITY WILL BUILD THE FIRST MILE OF "GATEWAY" HIGHWAY

Rutland To Construct Its Part Of Road Toward the West In 1922 In Spite Of Shortage Of State Funds.

The city of Rutland will build its share of the "Gateway" highway to New York State next summer in spite of the fact that the State has no money to construct the connecting links between the Rutland town line and the New York State border at Fair Haven. Joseph P. Feeley, Commissioner of Public Works, stated this morning.

The city will endeavor to construct a mile of cement road similar to that built on Stronge Avenue and South Main Street the past season. Work will be started at the westerly city line near Evergreen Cemetery entrance at Center Rutland and the mile, if attained, will take the new road about as far east as where Columbian Avenue branches off of State Street.

As the street department employees are to do the work under the supervision of Mr. Feeley, instead of letting a contract for the job, it is expected that some money will be saved and that a longer stretch of road can be made than under different conditions.

Cost \$41,000 A Mile.

The cost of the 1921 cement road was about \$41,000 a mile. It is not unlikely that labor and materials will be cheaper in 1922 than during the past summer and fall so it is thought that the money can be made to go further for this reason. Fifty thousand dollars in road bonds has been voted by citizens for permanent highways in 1922 and this is the money which is to be utilized for the West Street-Columbian Avenue road.

The City of Rutland will probably have the name of having built the first mile of the much needed highway which will furnish a gateway between this city and northern New York towns. At present the traffic over this stretch of country is curtailed by poor roads. It is figured that an up-to-date road over the 20-mile stretch would enlarge Rutland's possibilities as a trading center.

Governor's Statement.

According to Gov. James Hartness and State Highway Commissioner Thurman W. Dix, there are no State funds available for building the proposed Rutland-Fair Haven highway at present and it is not likely that the road will be constructed before 1923, unless the towns along the proposed route to New York State see fit to appropriate sufficient money to match the government fund to which Vermont is entitled for the purpose. This is not likely. Rutland County has had its share of State funds for the present, it is explained.

The Rutland News
October 18, 1921

EXPERT ON RACE TRACKS VISITS RUTLAND COURSE

J. S. Coates Consulted As To
Best Means of Putting Local
Track In Pink of Condi-
tion.

EASY, HE SAYS

A. W. Daly, Well Known Ver-
mont Horseman, Here to
Confer With Mr. Coates—
Two Days' Conference.

J. S. Coates of Goshen, N. Y., a noted race track engineer, and A. W. Daly of Montpelier, a well known Vermont horseman and superintendent of races at the last Rutland fair, were in conference in this city yesterday afternoon and today, Mr. Coates having come to this city at the request of the officers of the Rutland County Agricultural Society, to make suggestions for repairing the track at the local fair grounds. Although for some time considered one of the best half-mile courses in New England, the Rutland track has begun to show wear during the last two years and it has in some instances been a bar to securing certain of the best horses.

Mr. Coates, after looking the place over thoroughly and making examination of coils, stated that the necessary alterations can be made at a moderate expense and that soil to be found on the in-field is just what is required.

Goshen is one of the biggest horse training centers of New York State, being sometimes referred to as a "northern Lexington." Some times as many as 100 horses are in training there. Not only is Mr. Coates a horseman of many years experience, but he has also built a number of race tracks.

Opinion of Local Grounds

He said: "The Rutland fair grounds are finely situated as to natural surroundings and well equipped. The race track can easily be made as good as any to be found at Fair Grounds. Fortunately there is dirt on the ground which is just what is needed for the purpose. This will save expense in the matter of cartage and the work can be accomplished at a moderate cost for such a job.

"The back stretch is the part most in need of improvement, the object being to make it so that it will not stay soft after rain. Some attention will have to be given to reshaping portions of the track in order that the course may be available for use as quickly as possible after a rain. Both turns require a little attention.

"I see no reason why that track cannot be made as good as any to be found in this part of the country."

GATES CLOSED IN NEW DAM AT "DEVIL'S CAMP"

Lake of 22 Acres Formed on
East Creek to Generate Elec-
tric Power for F. R. Patch
Mfg. Co.

650 HORSE POWER

Rutland Concern Has Been at
Work Months on Big Hydro-
electric Project—Great Fish-
ing and Bathing Possibilities

A new lake with an area of about 22 acres was born in Rutland this week. On Monday morning at 9 o'clock the F. R. Patch Manufacturing Company closed the gates in the dam which it has been constructing for nearly a year at Devil's Camp on East Creek and yesterday morning at 7 o'clock the water ran over the spillway for the first time. The purpose of the project is to enable the company to generate its own electricity for lighting and operating its plant on Furnace Street where stone working machinery, among other things, is manufactured.

While the lake is intended primarily for commercial purposes, it will provide Rutland county with another trout fishing resort and a prettily located camping and bathing place. There are opportunities for cottage sites on the shores of the lake.

The dam, which is 35 feet high and 200 feet long, sets back the water to the power plant of the Vermont Hydro-Electric Company at Mill Village, a distance of more than a half mile. At the widest place the width of the new body of water is fully 200 yards. At its upper part it is enclosed by a rocky gorge. The water reaches the level of the top of the Glen Mill dam at Mill Village.

Good Fishing Expected.

East Creek, the water of which flows into the new reservoir, is well stocked with native brook trout and rainbow trout and it is expected that in a few years these will find their way in numbers into the Patch lake.

The cement dam requires a large expenditure of money. It is six feet in thickness at the top and 37 at the bottom. The necessary power house has been built and before snow flies the company expect to get "juice" from the new construction, which is capable of generating 650-horse power of electricity.

Ideal Picnic Ground.

The Patch company owns about 80 acres of land on the north side of the pond. It is expected that this tract, which includes "76" woods, will be a popular picnic ground. Today the Episcopalians had an outing there. Picnickers will not be barred so long as they conduct themselves properly, guarding against fire and cleaning up all papers and other rubbish before leaving.

Before the basin of the reservoir had entirely filled, boys were swimming about in the water and it is expected that the place will become popular as a swimming pool for both sexes. Regulation bathing suits will be required of all persons who use it. The small boy who has been accustomed to dive into "Devil's Camp" hole clad in nature's suit will now have to provide himself with a pair of tights, Mr. Patch states.

The Rutland News June 15, 1921 OFFICERS OF MARTIN ROWE POST INSTALLED

Veterans of Foreign Wars Have
Enthusiastic Meeting At
State Armory.

Martin L. Rowe Post, Veterans of Foreign Wars, completed the organization last evening, with a large ly attended and enthusiastic meeting of overseas men at the Armory. Sergt. James H. Cripps, Commander of Corp Gordon E. Denton Post of Boston, presided and mustered in the officers.

The local post, made up of veterans of various wars, has an enrollment of 105 members. A charter was chosen and will be granted soon. The following officers were mustered in: Commander, Jack A. Crowley, Adjutant, F. E. Bowker; Quartermaster, Robert Bibby; Quartermaster Sergeant, Leon A. Ellsworth; Surgeon, William Kerrigan.

A portrait of Martin L. Rowe, who was killed at Verdun September 26, 1918, was presented to the post with a letter from Mr. Rowe's family, expressing their appreciation of the additional honor bestowed upon their soldier son. Upon the picture will be placed a bronze plate, describing the way in which Mr. Rowe met death.

The following delegates will attend the State Convention in this city, sometime during the latter part of this month: George F. Jones, B. S. Hyland, Dr. William Kerrigan, Leon A. Ellsworth, Dr. R. F. Smith, Robert Bibby, F. E. Bowker, jr., and Jack A. Crowley; alternates, Richard Royce, Rollin A. Burditt, Daniel Brown, J. J. Lasser, John J. Cocklin, William J. Kelley and J. F. Keenan. Delegates were also chosen for the National convention at Detroit, Mich., in September, and plans discussed for an outing at Lake Bemoseen in July.

LOOKING BACKWARD 70 YEARS IN RUTLAND

Joseph M. Davis, 85, Remembers When Community Had Only Four Streets.

FOUR HOTELS, TOO.

Fire Engine House Center of Social Gatherings in Days Before Jazz.

Having been a resident of this city 70 years and retaining a distinct recollection of many of the scenes and happenings of his boyhood, Joseph M. Davis of Church Street, father of City Treasurer Will L. Davis, today told some interesting things about this city as it was in 1851. When Mr. Davis, who is nearly 86 years old, at the age of 15 drove a cow to this city from Manchester, he found only four streets in existence: Main Street, Killington Avenue, Woodstock Avenue and West Street. These were so thinly populated in comparison with the present time, that West Street, consisted of merely a few buildings at the upper end.

Early Hotels.

The town boasted of several hostleries, the Franklin Hotel, located on South Main Street, where P. M. Meldon now resides; the Brock House, the Central House, where the Clement National bank on Merchants Row now stands, and the Dyer House on the site of the present Armory. Washington and Center Streets were not opened until later, after The Hotel Bardwell was built and Madison and Royce Streets came into existence many years later.

Mr. Davis distinctly remembers the thinly populated Merchants Row district, with the old tin shop kept by C. B. Mann on the site of the present Mead Building, and a bakery next to it conducted by Mr. Verder. The rest of that side of the street was vacant except for a dwelling house on the northeast corner of Merchants Row and West Street. On the west side of Merchants Row the "Old Red Grocery Store," was kept by Chester Kingsley, next to the site of the Clement Bank, with no other stores, from there to the Landon Block at the north end of the Row.

Engine House Social Center.

The public festivities of the town took place at the Fire Engine House No. 2, located on Strongs Avenue, west of the present City Hall. Here during the winter months, citizens used to gather with their wives and sweethearts for clam chowder suppers and dances, which were "real affairs," lasting until daylight. Mr. Davis stated that they had real dances taught by "a dancing master from Brandon, which were no "whirl-a-gig Jazz," like the present terpsichorean stunts. For other social gaiety sometimes a crowd of rrrr rytu ty aas s,aMd residents would journey by sleigh, to Hyde Manor where they would dance and spend the night, the trip over generally taking three hours.

Was Fireman for 25 Years.

For 25 years Mr. Davis was a fireman with the No. 3 Fire Engine Company, serving as fire chief for two years. He was also Superintendent of Water Works for 30 years. On coming to Rutland, he learned the trade of tinsmith. The Rutland Railroad had been built when he came and the railroad from the city to Bennington, was then in process of construction.

"Corn huskings and apple parings" held at the surrounding farms, with dancing in the evening were anticipated in by all. Just about the time Mr. Davis took up his residence in this city the June Military Trainings, held for all men and boys over 18 years, were abolished.

The only houses of worship then in the city consisted of the Episcopal Church, located on Main Street, the Baptist Church at the corner of Washington and Main Streets and the Congregational Church near Aiken Place. The custom of having lighted candles placed in all of the windows of the Episcopal Church at Christmas time was observed in the Fifties.

When No One Hurried.

"Some advantages of the good old days, were that there were no fish and game laws, no labor troubles, and nearly everyone had time and leisure to care for their own gardens," said Mr. Davis.

During the World War Mr. Davis cut and wound thread for soldiers' kits, which were sent to France by the local Red Cross Chapter.

The Rutland News
July 21, 1921

MISS EMILY PERKINS TAKES NEW POSITION

Miss Emily Perkins, daughter of Mrs. Clarence O. Perkins of North Main Street, who for the past two years has held the position of Public Health Nurse of Poughkeepsie, N. Y., after September 1, will be connected with the Visiting Nurse Association of Burlington in the capacity of Supervisor Nurse. Miss Perkins, after graduating from Smith College in the class of 1910, took a course in nursing at the Presbyterian Hospital, New York city. Her new position will consist of administrative work and of school nursing, in connection with a recently appointed child-welfare nurse, Miss Ellen Kane, of educational work in the care of children, as well as talks in the schools upon the value of health.

While at Poughkeepsie, Miss Perkins did follow-up work, in connection with the school physician's examination of children, as in a large percentage of cases, the reports of the doctor would otherwise have been deliberately unheeded.

RUTLAND MILITARY CENTER OF STATE

Headquarters Company Well
Underway and Regimental
Band is Probability.

SPECIALISTS WANTED

Maj. L. F. Wing Desirous of
Securing 43 Men by First
of July

With the completion of the new armory in this city, great interest has been taken by Rutland County men in the various military organizations with headquarters in Rutland. Company A, V. N. G. now has a quota of about 87 men, with officers and the medical detachment has a fair sized enlistment.

Major Leonard F. Wing is now organizing a Battalion Headquarters Company which will have its base in Rutland. This organization consists of many specialists and appeals to ex-service men because of its opportunities and many chances for advancement. Major Wing is desirous of having the company organized with its full quota of 43 men and officers by July 1.

The headquarters company has the following personnel: One major, one adjutant, one sergeant-major, one acting first sergeant, a chief observer and scout, a mess and supply sergeant, a signal electrician sergeant, five corporals including construction, observer, operator, and scouts, specialists including a barber, cobbler, line guards, messengers, motorcycle dispatch riders, observers, operators (radio and wire), scouts, tailor and coppers. The total of enlisted men is 31.

The outfit is also equipped with eight riding horses, a bicycle, a motorcycle, 43 pistols and 21 rifles.

Ten Motor Trucks Expected

Ten four-wheel-drive trucks are expected to arrive today from the U. S. government for the use of the first Vermont regiment. They will be kept at the House of Correction where there are now kept for storage 18 motorcycles, two baggage trailers, two kitchen trailers and seven water tank trailers.

Major Wing would like to get in touch with any ex-service men or young men who are desirous of "joining up" as he expects to send about 20 officers and non-commissioned officers to Camp Devens on June 20 for five days instruction at the preliminary school of instruction for officers.

The annual Federal encampment will be held at Camp Devens from August 6 to August 21 and all of the members of Headquarters company are permitted to attend this annual mobilization event.

Ex-service men are privileged to enlist for one or three years in the National Guard. Many have already expressed their willingness to join while several have already passed the examinations and been admitted.

Movement to Organize Band

With the completion of headquarters company, Rutland will be practically the military center of the state. A movement has been started to organize a regimental band in this county, with headquarters in Rutland.

Any young man residing in Rutland County is eligible to join Headquarters company, providing he will be able to attend drills once a week. The facilities of the new armory with its lockers, showers, rifle range and large hall, make the military organizations one of the best equipped social organizations in the city.

The specialists and non-commissioned officers in Headquarters company, receive good salaries from the state and government. During mobilization at Devens, the soldiers receive both state and federal pay.

Mayor J. C. Dunn Advises Woman's Club to Send Board of Aldermen Communication About the Matter Under Controversy.

NOT READY TO ACT HIMSELF

Supporters of the Measure Point to Fact Ordinance Is Already on Books and That No Aldermanic Action Is Necessary.

It is possible that nothing may be done about enforcing the Curfew section of the City Ordinances, on the books since 1903, but long a dead letter, until the new administration comes into power after March 1.

Mayor James C. Dunn was asked today if he intended to instruct the police to keep children under 16 years of age off of the streets after 9 p. m., hereafter and he said that, while he favored the idea, he was not prepared to say what action he would take until he had consulted some of the other city officials. Mr. Dunn advised a member of the Rutland Woman's Club, which is the prime mover in seeking enforcement of the old ordinance, to write a letter to the Board of Alderman about the matter, leaving it to the incoming city officials to take such action as they see fit.

This view of the situation is the cause of some little comment because, it is pointed out, the law is already on the books—it was placed there by a vote of a former board of Aldermen—and no aldermanic action is now necessary to secure its enforcement. Any prosecuting officer has the power to do so, although because no attention has been given the matter for some years, some official "high up" is naturally looked to to say the word.

Strong Backing to Movement.

The Woman's Club has received the backing of the Chamber of Commerce, Rutland Missionary Association, Homemakers Club, Parent Teacher Associations, Catholic Woman's Club and Community Club in its effort to see that the children of Rutland, whose parents are indifferent in the matter, are given better protection at night. Mrs. H. W. Clement, chairman of the Civic Committee of the Woman's Club, told the mayor today of the strong influences behind the movement and urged enforcement of the law.

States Attorney Approves.

States Attorney Charles E. Novak is highly in favor of the law. "There can be nothing but the best results attained from such enforcement," he said. "The only persons who could possibly object might be the managers of moving picture houses and they would not be injured, for, if children were permitted to remain out until 9 o'clock, it would give the little folks time to see the first performances of the movies and get home before the curfew sounded.

"I frequently see children, girls as well as boys, on the streets alone, 10 or 11 o'clock at night. This is wrong and believe that parents are primarily to blame. The children and the community are the real sufferers, however."

McKay Approves.

T. W. McKay in a statement today regarding the enforcement of the curfew law, so far as it affected the Grand and Strand Theaters, said that he considered the law a good thing, and that he would cooperate with the authorities by way of providing special entertainments to the children, one afternoon of each week, outside of Saturday afternoons, with a committee from the Woman's Club, the Chamber of Commerce, and the Public Schools, supervising the performances. Mr. McKay said out-of-door play in the afternoon on other days would be much more beneficial to the children and studying in the evening to going to the movies.

Wording of the Law.

The city ordinance governing the curfew matter reads as follows:

Section 1. No child under 16 years of age shall be in or upon any of the streets, ways, sidewalks, public squares or parks in the night time after the hour of 9 o'clock unless such child is accompanied by a parent, guardian or other person having care or control of such child, or is in the performance of some errand or duty directed by such parent, guardian or such other person, in writing, or unless such child is there necessarily by reason of its employment or performance of such duty, shall loiter upon any such street, way, sidewalk, alley, public square or park or other public way or place.

"Section 2. The chief of police shall keep a record of all violations of section 1, of this ordinance, and shall cause to be notified thereof one of the parents, the guardian, or any other person having the care or control of such child. He may also make complaints of all cases of children under 16 years of age who, by reason of orphanage or of neglect, crime, drunkenness or other vice of parents, are suffered to grow up without salutary parental control or education, or in circumstances exposing them to lead idle and dissolute lives.

"Section 3. The chief engineer of the fire department shall cause three blows to be sounded on the fire alarm signals at 10 minutes to 9 each evening.

"Section 4. Any person violating any of the provisions of section 1, of this ordinance shall be liable to a fine not exceeding \$5 for each such violation."

"Stop and Go" Signal At City's Busiest Cornre

Drivers of Vehicles Must
Watch the Red and
Green Signs.

The traffic cop who stands at the intersection of West and Grove Streets is relieved of the necessity of exercising his arms in waving directions to automobilists through the installation of a "come and go" sign such as is commonly used in the larger cities. The device is a simple one, consisting of two arms, crossed at right angles. One is painted red and is inscribed with the words "stop" on either side, and the other is green and contains the word "go." The signal is operated by a lever.

When a driver of any kind of a vehicle is confronted with a red sign he must stop until the officer gives him the "go" signal. When either West Street or Grove Street and its continuation along Merchants Row are open to traffic, vehicles going straight ahead need not give the officer at the post any signal and no signal is required when a car confronted by a "go" sign is going to turn to the right.

When Hand Signal Is Required.

When a car facing the green sign is to be turned to the left in to another street, however, the driver must signal the traffic man by the means of the arm as there is then danger of meeting a car approaching from the opposite direction on the intersecting street and the officer must see that the way is clear.

The police stated today that the sign was working out well and they thought that as soon as the public understood it thoroughly it would greatly facilitate traffic work on Rutland's busiest corner.

"We ask the people's cooperation," Chief of Police B. S. Hyland said.

MAP OF RUTLAND, 1869, IS GIVEN LIBRARY

Shows Location of All Houses
and Business Places 52
Years Ago.

CHANGES SURPRISING

Village Got Along With Only
Four Doctors in Days
After Civil War.

From the Aiken estate the Rutland Free Library has received an old map of Rutland and a copy from a drawing of the city, made while the artist was on the hill just west of Dorris bridge, which are interesting a good many callers at the library.

The map gives the plan of the city in detail as it was in 1869. It was published by Beers, Ellis & Soule, 95 Maiden Lane, New York. While the names of a number of the streets have been changed and new ones have been developed since the drawing was made, the plan gives a good idea as to how Rutland was laid out 52 years ago.

Every house which stood in the village at that time is noted on the map and the name of the occupant is given. All public buildings and business places are located. At the bottom of the map there are to be found photographs of the Congregational Church, St. Peter's Church, the Rutland High School and the Federal Building as they looked in 1869.

Only Eight Lawyers Then

Statistics about the city, noted on the margin, show that Rutland had three hotels, three newspapers, six bakeries, five shoe stores, four drug stores, eight drygoods establishments, eight groceries, and seven hardware stores, among others, a half century ago. The banks numbered two. In contrast to today there were only eight law offices four doctors had their shingles out and three dentists were ready to fill teeth.

J. M. Haven was village moderator and M. E. Page chief of the fire department (volunteer).

Killington Avenue was then Green Street, Woodstock Avenue was The Turnpike, Crescent Street was known as Perkins Avenue. A portion of what is now State Street was Spring Street and there was a public spring near the south end of Summer Street.

The city hall stood on Washington Street near where the north end of Morse Place now is. The county jail was on South Main Street near the Park. The city had two Nick-wackett Streets, one where the present street of that name is and the other where East Washington Street is.

ORIGIN OF CURFEW BELL

Merely Served as Warning to Cover
Fire in the Time of William
the Conqueror.

So many towns ring the curfew bell to warn the children that 9 o'clock p. m. must find them safe in the home nest, it is interesting to know that the curfew bell originated in the time of William the Conqueror, says a writer in the People's Home Journal. A "curfew" was a fire cover of metal, shaped like a hood, with a handle by which it was lifted. It had an opening on one side, and was about ten inches in height. Because fires in early days were made on large, open hearths, the smoke escaping through a hole in the roof, fire risk was great. It was ordered that every householder before retiring must cover his fire with a "couvre-feu," meaning "cover the fire." He scraped the embers together at the back of the hearth, putting the cover over them, the open part close against the chimney.

A bell was rung in the market place, at an early hour every night, as a signal that people must extinguish their fires and go to bed. The term "curfew" was associated with the ringing of the bell. But in William the Conqueror's time a curfew was nothing more poetical than a plain metal fire extinguisher.

The Rutland News
February 26, 1921

PATCH COMPANY WILL GENERATE ITS OWN POWER

Starts Construction of 125-Foot Dam on East Creek Near Devil's Camp, North of City.

600-HORSE POWER.

Reservoir Formed Will Extend Nearly to Glen Village, Flooding About 21 Acres of Land.

The shops of the F. R. Patch Manufacturing Company in this city are to be run after about July 1 by electricity manufactured at the company's own plant, work already having been begun to develop water power on East Creek between Grove Street extension and the dam at Glen, near North Main Street extension. The aesthetic side will be considered along with commercialism in this undertaking for all of the beautiful surroundings of "Devil's Camp" and "76 Woods," known to hundreds of Rutland people, will be maintained as far as possible. A lake of 21 acres extent will be formed right in the city's dooryard which will make a fine fishing resort as well as a camping and boating place, it is expected.

Some time ago the Patch Company purchased the Raymond farm of 70 acres on the north side of East Creek, extending from "76" bridge eastward, and the concern has also acquired the flowage along the south side of this same strip of stream, much of the land affected by this being owned by Henry W. Clement of Field Avenue.

Work Well Underway.

For a few weeks a gang of men has been at work near "Devil's Camp," a favorite swimming pool known to several generations of youngsters, but soon to be wiped out, making ready for the foundation of a dam which is to hold back the water of the reservoir. It is not possible to do cement work successfully at this time of the year but, with the use of two electrically operated derricks and blasting apparatus, stone has been made ready for the masonry and a gravel pit nearby is in operation so that cement work can be commenced soon.

The scene of the dam is the swimming hole. It will be about 125 feet long, 40 feet high in the middle of the stream and will have a wall thickness of 30 feet at the widest part. The water will be set back sufficiently to flood the present dam of the Patch company in the rear of the grist mill at Glen. The power house is to be attached to the dam to save piping. It is expected that 600-horse power will be developed in electricity. This will provide for the needs of the company for some time to come.

State Engineer Consulted.

The work is being done by engineers of the Patch company. Prof. J. W. Votey of Burlington, State engineer, has been called into consultation on one or two occasions.

A Morgan Smith waterwheel and other apparatus of the most modern type for the power house is expected to be delivered by June 1, when it is expected that the development will be ready for its installation.

WILL CONTINUE TO SOUND FIRE ALARM 8.45 A.M.

Morning Signal Will Not Be Done Away With When Curfew Ordinance Is Enforced.

USEFUL TO SCHOOLS.

Mayor Dunn Preparing to Put In Operation Measure Requiring Young People to Be at Home After 9 P. M.

Mayor James C. Dunn is preparing to have the long forgotten curfew ordinance enforced, as it was stated in The News last night that he would do. He has found that it requires coordination of the Commissioner of Public Safety and the Chief of the Fire Department to bring this about, because of the pressure of election matters, he had not had opportunity to confer with F. C. Roberts and John P. Reedy up to this afternoon.

Mr. Dunn stated today that the practice of blowing the fire whistle at 8.45 o'clock in the morning will not be discontinued when the curfew is sounded nightly. This morning signal is useful in reminding many children and teachers that it is nearly time for school to commence and so many people are dependent upon it that the Mayor believes it would be a distinct inconvenience to the public to discontinue it. Besides, the testing of the fire alarm signal twice a day instead of once in 24 hours, as has been the custom for many years, might be a distinct advantage to the city.

The idea of the curfew ordinance which has been on the books since 1903 is to blow a signal at a specified hour each evening to remind children under 16 years old that the hour of 9 o'clock, when they must be off of the street unless accompanied by parent or guardian or unless they have written request to be out, is approaching.

NEW ARMORY TO GET CO. A FURNITURE

The affairs of the old Company A, Vermont National Guard, which dates back to the time of the Rutland Light Guards who were in existence before the civil war, were closed last evening, when Treasurer Frank H. Chapman, who has held office nearly 40 years submitted his final report, and it was voted to turn over to the new Company A, the funds, pool table, piano, tent poles and much other equipment which the older concern had. The old company went out of existence when the men entered the World War in April, 1917. The new one came in to being since the war closed.

The books showed last evening that the former company had a balance of \$143.47. There was due the men \$41.75, for drill pay and other things which had never been collected by the men. Those who were present last evening received the same credited to them and immediately donated the amounts to the new company. It was voted to present Mr. Chapman \$50 in recognition of his services as treasurer.

Company A, is to have the task of furnishing the new State Armory on West Street and it is estimated that this will cost at least \$2000. The State will probably contribute a substantial sum toward this amount.

CURFEW BECOMES EFFECTIVE MARCH 10

The enforcement of the Curfew Law in this city will be begun Thursday, March 10, according to Fred C. Roberts, Commissioner of Public Safety.

"We put it off a few days to give people proper warning," Mr. Roberts said: "When we do enforce it, we shall do so rigidly," the commissioner declared.

WILFRED FRENIER TO BUILD BIG GARAGE

Breaks Ground On Cleveland Avenue for Establishment 120 By 40 Feet.

READY MAY 1.

Will Be Constructed of Stucco and Will Contain Warehouse and Repair Shop.

Wilfred A. Frenier of Baxter Street, the first man to put up a garage in Rutland and one of the pioneers in the automobile business in this state is constructing a large new fireproof building on Cleveland Avenue, adjoining the Glover & Bragg Garage, to be used as an auto sales room and garage.

The new structure, which will be built of stucco, is to be 120 by 40 feet in size, thus making it one of the largest in the state. It is expected that the building will be ready for occupancy about May 1. Mr. Frenier will move his supplies, which, for the present, he is keeping in the Glover & Bragg Garage, to the new building and will carry on the same general plan of business as heretofore, jobbing, auto supplies, repair shop, sales office, etc. There will also be a place for a warehouse as well as for the garage.

The Rutland News
January 17, 1921

HISTORY OF RUTLAND FIRE CLAY COMPANY

Concern Has Gone Through Two
Fires But Now Has Splen-
did Plant.

At the time that the Rutland Fire Clay Company's plant at the clay pits was destroyed by fire, their manufacturing equipment and stock on hand was practically wiped out. About all that remained was the office equipment and records—these being in a detached building. This being the case, the process of moving to the Curtis Avenue plant was not very complicated. Getting started at manufacturing again was not as easy, but orders for supplies and equipment were placed immediately and things were soon running smoothly.

The machinery installed in the Curtis Avenue plant was an improvement in style and capacity over that used in the old plant. The new mixers made it possible to place Rutland Wall Plaster on the market. The company has produced and marketed many tons of this material, but has not pushed this line very hard during the last few years, owing to shortage of mixing space, and the line has been superceded to some extent by other less bulky products. Rutland Wall Plaster is fully up to the standard of the Rutland "Good Goods" Line and only circumstances have led to its not being perhaps as widely known and handled as some of the company's other products.

The company hopes, with the extension of their plant, to be able to put out more of this material.

The manufacture of Rutland Wall Plaster, however, led to the development of another product which now bids fair to surpass in popularity the original Rutland Stove Lining. This is Rutland Patching Plaster, a material for patching small breaks in plastered walls before painting or

papering. It is put up in packages similar to those used for the Stove Lining—with the "checkerboard" label.

When the company first brought out Patching Plaster, they distributed some advertising cards, on which cuts of Rutland Stove Lining and Rutland Patching Plaster, in their very similar packages, were featured as the "Rutland Twins." At that time Stove Lining was decidedly the "big twin," but it now looks as if Patching Plaster were going to outgrow his brother.

Rutland Boiler Coverings was also brought out at about this time. This product is made in several grades and is used by plumbers and steamfitters about furnaces, etc. This line covers as good grades of boiler covering as can be made and is one of the company's best sellers, increasing in popularity from year to year.

Just as everything was going on so smoothly at the Curtis Avenue plant the company became the victims of another fire. This fire, starting in a section of the buildings that was more or less concealed by the railroad embankment and the other buildings, got under considerable headway before it was discovered. The main building was old and more or less saturated with the paint and turpentine used in its days as a toy shop. It burned rapidly and spectacularly. Only the smaller building, containing the office and a store-room, was saved. This left the Rutland Fire Clay Company again without a manufacturing plant, and with a much larger business to take care of.

Temporary buildings were erected and machinery installed, and the present concrete plant was eventually built on the site of the burned building.

RUTLAND FIRE CLAY CO. IS GROWING RAPIDLY

Some Departments Will Soon Need
New Quarters in Spite
of Big Plant.

The Curtis Avenue plant of the Rutland Fire Clay Company was destroyed by fire in 1909. At this time the concern was occupying the wooden buildings of the old "toy works" property, and the larger of the structures was burned to the ground. The smallest building containing the office and some storage space, remained. The engine and boiler house, of brick construction, lost its roof and was more or less damaged by fire and water, but the power plant was in working order. Some cars standing ready loaded on the siding were taken out by the railroad people and were thus saved.

The president of the company was out of town at the time but returned immediately, and the second day after the fire plans were under way for getting another start. Arrangements were made for obtaining supplies and machinery, and providing some temporary shelter for these when they should arrive.

The engine and boiler house was repaired, three temporary buildings were erected, and machinery installed. Within 23 days after the fire, the Rutland Fire Clay Company was filling orders from a new plant.

As soon as this temporary outfit was in running order work was begun on the concrete building which the concern now occupies. This building was carefully planned and equipped for the firm's requirements and was completed during the next year with all machinery installed.

Cement Business Grew Rapidly.

When the temporary buildings were put up, it was the intention of the company to pull them down upon the completion of the new concrete structure. However, the cement business was well located in one of them and was growing so rapidly that it was evident that there would be no room for its expansion in any part of the new building that it might then occupy.

The other temporary structures were destroyed, but the company has never been able to dispense with the one in which the cement line started, and still flourishes. It has been made a little more permanent and much new equipment has been installed.

The cements are "cooked" in steam kettles and are placed in cans by filling machines. They include roofing cements in red and black and the Rutland "No. 4" brand that leads the roofing cement line. Several kinds of Furnace and Retort Cements are also made. All these goods are put up in cans, each kind being sold in several sizes. This naturally requires a large and varied can supply. Labeling machines have been put in for pasting the "checkerboard" labels onto the containers.

Make Egg Preserver.

Stove polish and stove pipe enamel are also put up in this building. While the new egg preserver line also has its home there. These lines are all growing rapidly and the necessity of larger manufacturing and storage space is at hand.

In the larger concrete building, the bulkier lines are put up. The stove lining, patching plaster, boiler covering and wall plaster lines require large and heavy machinery for grinding and mixing.

The boiler covering and jute wall plaster go into bags, but the stove lining and patching plaster are put up in "checkerboard" packages. These are filled from chutes and sealed by hand. One floor of the building is used as a stock room and shipping room.

The can and package goods are all packed in wooden cases for shipment and there are various combinations of sizes and quantities for every line. The cases come in "shooks" and are put together at the plant. Much storage room is needed for case stock.

A few years ago an addition was made to the engine house and a second power equipment was put in. This gave additional power when needed and offered the advantage of shifting from one outfit to the other in case of accident or repairs.

The new concrete building had seemed adequate at the time it was built, but the company now finds it not too commodious to accommodate its growing business in the older lines and the additional business provided by the new lines of "Rutland Good Goods."

RUTLAND BAND IS 44 YEARS OLD

Organization Was Formed During Centennial Year —Its Successful Career

Some interesting facts about the Rutland City band have come to light in connection with the application for the appropriation from the grand list, to be put in the city warning.

The organization dates back to Centennial year, 1876. A group of business men purchased the instruments and for many years W. C. Landon was trustee for the company. The band has had an unbroken career through the 44 years which have followed. Among the other older citizens who were connected with its organization and early support, besides Mr. Landon, were Levi G. Kingsley and Gen. W. Y. W. Ripley.

There is still one member in the band, Edward Copps, who was connected with the group when it first furnished music for the city.

Several of the former members have attained national reputations as musicians, among them being Harry Styles, who was a regimental band master in the Philippines for the United States; Charles Styles, who was with the Sousa band for some years; Charles Bucklin, who has been a trombone soloist with prominent Boston bands; E. L. Hatch, who at present is conductor of the Salem, Mass., band, and J. Harry Engels, who died in Rutland some years ago.

"Rag Time Stuff" Taboo.

The band library has more than 500 standard or classical selections, the rag-time stuff not being listed.

In point of years the Rutland musicians believe that there is no other band in the state that has had so long a continued existence.

It is thought that with the forming of the battalion headquarters here, when the armory is erected, the Rutland City band will naturally be chosen as the regimental band, which would give the organization prestige.

Many persons have expressed the belief that without the usual appropriation from the city this, one of the oldest organizations in the city and one which was really founded by the men who helped to make Rutland a success, might be obliged to disband.

The Rutland News
January 22, 1920

BIG SHOVEL WORMS WAY THROUGH TOWN

A good deal of attention was attracted by a heavy piece of machinery, propelled by its own power, which was driven at a snail's pace through the business district late yesterday afternoon. The apparatus was an electric shovel which is to be used by the Northern Engineering company of Boston in connection with the power development by the Vermont Hydro-electric company on East creek near Mill village where a power house has been constructed and considerable masonry is to follow.

The shovel, with the apparatus required to operate it, weighs about 25 tons. It was unloaded Tuesday from a railroad car at West street crossing and was driven yesterday along West street, as far east as Church, where it was left overnight, preparatory to completing the journey today.

A similar piece of machinery, which was taken to the scene of operations a short time ago, made the trip of a mile and a half from Rutland in a ray and a half but, because of the drifted condition of the roads, it was expected that the shovel unloaded Tuesday would require more time.

The shovel is operated by a large derrick-like arm. It can lift three-quarters of a cubic yard of earth at a time and it can penetrate two feet of frost when it "bites in." The shovel seen on the street yesterday and today will be used at a gravel pit.

The Rutland News
January 26, 1920

Street Formally Accepted.

The board of highway commissioners have formally accepted the street which is to be laid out through the H. H. Baxter estate in the northern part of this city. The street runs from Church street to Grove street. It will serve as a connecting link between Park and Kingsley avenues but will not be exactly in a straight line between them as such a street, it is explained by the city authorities, would make too great a variance in the size and shape of the building-lots on the north side of the highway, and within the Baxter estate, which it is proposed to sell. The work of building the street will commence early in the spring.

The Rutland News
January 20, 1920

QUEBEC & CO. MOVE INTO NEW QUARTERS

Cigar Manufactory Is Located in Recently Remodeled Carpenter Building.

D. G. Quebec & Co., cigar dealers, are moving into new quarters over the Carpenter bakery on Strongs avenue. The firm will occupy the two upper floors on the Wales street side of the building.

The company consists of D. G. Quebec, William J. Quebec and Bernard J. Welch. Four men are kept busy in the factory and two salesmen are on the road for the firm. Mr. Quebec has lived in Rutland for about 20 years and before starting the present factory traveled for the C. L. Soule cigar firm of Burlington. The sales department of the Rutland company cover New York, New Hampshire and Vermont. The new phone number is 109.

HOLBROOK CO. TO HAVE STORE IN THIS CITY

**Fred W. Stafford of Rut-
land Will Be Local
Manager**

**LEASE QUARTERS
ON STRONGS AVE.**

The Holbrook Grocery company, one of the largest wholesale firms in New England, and which does a big business in this territory, is to establish a branch house in Rutland and already goods are being shipped to this city. The Holbrook company has headquarters at Keene, N. H. The house was brought to its present state of efficiency by William Holbrook and Edward Holbrook, brothers, whose father founded the business.

Something of the amount of business handled by this firm can be estimated by the fact that the company is said to have received the largest consignment of salt ever shipped from the Worcester Salt company of Centray New York. It consisted of three train loads with a total of 160 cars.

The firm also receives whole shiploads of tea from Japan. The company has already established branch houses at Nashua and Woodsville, N. H., and Burlington, this state.

Edward Holbrook is also a patron of the arts and is one of the finest pipe organists in New England. He also has given thousands of dollars to secure artists for the May festival held in Keene each spring. Through his generosity Enrico Caruso and Pasquale Amato have sung in that city. Each year he brings to this event some world famous singer. The Chorus club, through his benefactions, rank second in New England, follows Worcester in the lead of its festival work.

Edward Holbrook gave his services to Uncle Sam for the war period at \$1 a year. He left Keene and made his headquarters in Washington. It was he who purchased every pound of coffee which was used by the government during the conflict. This represented millions of pounds of the little brown berry.

Fred Stafford to Be Local Manager.

Fred W. Stafford, who has been with the firm since his graduation from Amherst college in 1914, with the exception of the time he was in war service, will have charge of the Rutland branch, which is to be in the A. H. Pierce store on Strong's avenue recently occupied by D. G. Quebec & Co.

Mr. Stafford was born in Rutland and he graduated from the Rutland high school. At the beginning of the war he went to the Plattsburg, N. Y., officers' training school. He later went to Camp Devens, Mass., Camp Dix, N. J., Columbus, O., and Americus, Ga. He became a lieutenant in the air service and was one of the supply officers.

Mr. Stafford has been trained in the grocery trade from childhood as his father was for a time a member of the Combination Cash Store company of this city and later formed the firm of Stafford & Dunn, which is now John Dunn & Co. of this city.

For the present the Holbrook company will occupy the main floor and the basement of the Strong's avenue building. This is especially well adapted for wholesale business as it backs directly on the railroad yards.

The Rutland News
March 18, 1920

TWO RUTLAND MEN BUILD PHONOGRAPH NAME IT VERMONT

**Charles Hales and Ernest
W. Senecal To Establish
Business On West St.**

A new phonograph, called The Vermont, built by two Rutland men, is to be put on the market in the near future. Charles Hales, a well known mechanic, and Ernest W. Senecal, photographer, comprise the firm and the machines are being built at Mr. Hales's shop. There is one already completed which is on display at the Senecal studio on Center street.

These men, under the firm name of the Vermont Phonograph company, will occupy the store now used by the Direct Importing Tea company, which concern will move next week into their new quarters in the Dugan block on Center street.

The phonograph company will be in their building by April 1 but will probably not be fully equipped until the 15th. They intend to carry several other makes of phonographs, among them being the Puritan. However they will specialize on their own product.

The Vermont has all the latest appliances. There is a little electric bulb which lights upon the raising of the cover which may be used at night to enable the operator to better adjust the records. Then there is the dimmer which softens the sound. In fact all the latest electrical devices are used on The Vermont. Another feature of the Vermont is that any record may be used on the machine, without changing the reproducer. All sorts of supplies will also be handled by the firm.

The Rutland News
January 17, 1920

DR. MEAD LEFT SUM OF \$50,000 TO COMMUNITY

Income Is For Upkeep of
the Building on Cen-
ter Street

IS ONLY PUBLIC BEQUEST IN WILL

Ex-Gov. John A. Mead left \$50,000 to the Community house of Rutland which he founded in order that the people might have a proper place to old gatherings of all kinds. This became known when his will was filed with the probate court today. The income of this sum is to be used for the upkeep of the Community house and there is a condition that the board of managers shall raise annually an amount equal to the income on the bequest or else the \$50,000 will revert to the Mead heirs.

While the entire will has not been made public, as it has not been proved, it is stated that this is the only public bequest. There will be a hearing on the instrument February 3 at 10 o'clock in the morning before Probate Judge A. G. Coolidge. Carl B. Hinsman is named as the executor.

How Bequest Is Made.

The section of the will which refers to the Community house reads as follows:

"To the Congregational church of our city whose name is the Society for Social and Religious Worship in the East Parish of Rutland, Vermont, \$50,000, to be used as follows: The income of this fund to be used wholly for the maintenance and support of the Mead Community House of said Rutland, Vt., under the following conditions, viz., that said officials shall furnish an equal amount annually for the same purpose, and should said officials fail in this endeavor, this bequest of \$50,000 shall revert to my heirs, as the title to the real estate does."

Building Costs \$6000 Yearly.

Figuring a reasonable income at five per cent, the above means that the board of governors will have to raise at least \$2500 a year to make the proceeds of the Mead bequest available. They will have to secure more than the \$2500, however, as it cost \$6000 to run the building last year. Dr. Mead gave \$1000 towards the salary of the physical instructor last year and the year before and this season he subscribed \$1200 towards the compensation of the director.

The Rutland News
January 17, 1920

CARL B. HINSMAN SUCCEEDS DR. MEAD

Former Vice President Of
Scale Works Made
His Head

The directors of the Howe Scale company have elected Carl B. Hinsman president of the concern to succeed the late ex-Gov. John A. Mead, his father-in-law. It is probable that Mr. Hinsman will be elected president of various concerns affiliated with the scale works.

Mr. Hinsman has been with the scale company for many years and at the time of Dr. Mead's death he was its vice president. He is 47 years old.

The new scale works head was senator from Rutland county to the Vermont legislature in 1915-1917. He has served as a member of the board of aldermen. He has other business interests with the land, besides his affiliation with the scale works, being vice president of the State Mutual Fire Insurance company and a director of the Baxter National bank.

The Rutland News
April 7, 1920

NO BIDS IN YET ON STEARNS HOUSE

Dwelling on West Street To Be
Sold by City Was Erected in Fil-
ties.

No bids have yet been received by the city board of finance for the house standing on the state armory site at 15 West street which is to be sold to make way for the home of company A. V. N. G. A number of persons have manifested an interest by looking over the premises of late so that it is expected that some offers will be submitted before the time for opening bids closes.

The house is an old one and is said to be especially well built. It was erected in the early fifties by Archibald McDaniels but it was not put up on the present site, having been moved there about 33 years ago from the big lot at the north-east corner of North Main and Terrill street, adjoining the Rooney property. The man who had charge of the big task of moving the large house, Alvin White, a well known mason is still living in this city.

The city bought the property from John B. Stearns who purchased it in September, 1917 from Warren F. N. Davis of Texas. It passed through several hands, after Mr. McDaniels, the original owner, disposed of it before Warren Davis got possession of it from Nic Davis.

The house was designed, it is said, by Mrs. McDaniels, wife of the original owner, who was an architect. Its arrangement with its spacious chambers, its ball room, and its decorations indicate that the plans were not drawn by an ordinary house builder. Mrs. McDaniels did not live to enjoy long the fine residence which her husband built for her as she was drowned in an accident on the Hudson river while making a trip to New York to obtain furnishings for the building.

The Rutland News April 20, 1920 WILL RESUME WORK ON NEW JAIL SOON

Men Have Been Waiting for Settled
Weather to Do Cement Work—
Money Saved by Foresight
in Buying.

It is expected that work on the new Rutland county jail on Center street, which was suspended when severe winter weather commenced because there was much concrete to lay, will be taken up against as soon as weather conditions are settled. The aim of the builders is to get all of the material on the grounds so that operations, once resumed, may go forward without interruption. At present the steel window frames are about the only articles lacking.

The jail committee, of which Judge Charles L. Howe of this city is chairman, are patting themselves on the back that they bought their brick last fall instead of waiting until spring when the material was needed as the price has jumped 100 per cent.

ALL VERMONT PAID HOMAGE TODAY TO EX-GOV. J. A. MEAD

Men From Many Walks of Life Gather in Rutland For the Final Obse- quies Today

EULOGY PRONOUNCED BY REV. DR. JOHN M. THOMAS

The extreme dignity yet unostentatious pomp which characterized every feature of the funeral of Ex-Gov. John A. Mead held this afternoon at the Congregational church was typical of the greatness yet unassuming character of this man of Vermont.

Practically all of Rutland's business activities were hushed during the time of the services—the schools being closed, the business houses suspending operations and the Howe Scale plant of which he was president, being shut down.

Yesterday afternoon there was a private service at his late home on Washington street for the immediate family and the employees of the household. Today at 1 o'clock the members of Roberts post, G. A. R., and the employees of the scale company gathered at the Mead home-



JOHN ABNER MEAD.

stead and formed an aisle from the doorway far out into the street through which the funeral cortage passed on its way to the church. Nearest the house the Grand Army men stood in line and as the casket left the door the veterans fell in rank behind their late comrade, marching two and two to their positions in the church auditorium. Following the veterans the employees of the scale company took up the line of the procession.

Casket Corinthian Bronze.

The casket, which was of Corinthian bronze, solid and indestructible, was placed in the vestibule of the church where the remains laid in state until the arrival of the family, just preceeding the church service. At that time C. W. Spencer, funeral director, lowered the lid and the flower robe made of smilax, orchids, pink roses, and having pink satin ribbon bows at the corners, was placed over the metal case. This robe and a casket bouquet which covered the entire casket before the robe was used were made by a representative of the Fleishman Floral company of New York, who came to Rutland to arrange these pieces. The bouquet was from Master John Abner Mead Hinsman, grandson of the deceased, and was of galax leaves, orchids and roses, tied with the lavender satin ribbon bow.

The entire pulpit was banked with flowers which were sent by the organizations from the Atlantic to the Pacific coast and from the Mexican border to the northern line of states. Favorite Hymns of Dr. Mead Used.

At 1.30 o'clock the services in the church began with the orchestral prelude accompanied by the organ. The "Largo," by Handel, "Hymn of Peace" by Martin, and favorite hymns of Doctor Mead were rendered, the latter being "God Will Take Care of You," "I Am Praying for You," "I Hear a Loving Voice" and "Lead Us On."

Rev. George A. Buttrick, the pastor, had charge of the church service and the invocation and reciting of the Lords prayer in unison followed the musical numbers. "Abide With Me" was then played by the orchestra and the reading of the Scriptures followed after which "Oh Love That Will Not Let Me Go," was played.

Rev. Dr. John M. Thomas, president of Middlebury college of which the deceased was a graduate, gave a touching and impressive eulogy of Doctor Mead's career, telling of the struggles of his early life and the achievements and honors that crowned his manhood.

The orchestra then rendered, "Some Day the Silver Chord Will Break" after which Rev. Mr. Buttrick gave the funeral address. The closing prayer and benediction ended the service with the exception of the postlude consisting of the Chopin "Funeral March," "Lead Kindly Light" and "God Be With Us 'Till We Meet Again" which were rendered as the vast assemblage filed out of the church following the casket.

The order of the seating in the church auditorium was as follows: On the north center, beginning with the pew nearest the pulpit were the bearers, Erwin E. Keyes, Fred C. Spencer, Wallace W. Nichols, Egbert C. Tuttle, directors of the Baxter National bank, E. V. Ross of Rutland and R. W. Jones, jr., N. D. Lancaster of New York and H. A. Pike of Worcester, Mass., directors of the Howe Scale Co.; honorary bearers, Walter R. Kinsman, Judge F. M. Butler, Frank M. Wilson, Judge A. G. Coolidge and Attorney W. B. C. Stickney; members of Grand Army post, numbering about 30; bank officials and employes of which about 50 were present.

On the south center aisle were arranged the family; friends from out of the city, about 40 in number; deacons; directors of Community house; aldermen of the city; doctors; officers of the different Masonic order; Rutland business men.

The rest of the body of the church was reserved for the employes of the scale plant. Only the balcony was open to the hundreds of friends of the doctor, including many prominent Vermonters, who thronged to the church to listen to the final tributes to his memory.

There was but one vacant pew in the midst of the hundreds of mourners. This was closed to the public and appropriately draped. It was the pew of Dr. Mead's family and the one which he had used for 49 years. In fact his occupancy of it dated back to the building of the church.

Flag Buried With Remains.

At the head of the casket on a standard, capped by an American eagle, was a large silk flag which was presented to Master John Hinsman by Governor Pingree as a remembrance from the G. A. R. post of Hartford because of an address delivered to that society by Ex-Governor Mead. A flag was also placed in the casket which was given the family by members of Roberts post.

Many of the kindly and intimate touches which endeared the service to the family were arranged by Mrs. Carl B. Hinsman, only daughter of the ex-governor. The reading of the Scriptures by Mr. Buttrick, both at the private service and the public memorial, were from the Bible presented Mrs. Hinsman by her father and the one which was used by him when he took his oath as governor to serve loyally the commonwealth of Vermont. The same pen which he had used for signing his public documents inscribed the loving dedication contained therein to his daughter.

The hymnal from which Mr. Buttrick read the verses beloved by Dr. Mead was the one used by the deceased for many years when he was superintendent of the Congregational Sunday school, and lead them in their song service. It was also Mrs. Hinsman's thoughtfulness for those who honored her father by attending the services, which caused the public announcement to be made that the family desired that all persons should remain with covered heads during the entire services out of doors. This was done that the living be not endangered by any false sense of honoring the dead.

Taps Sounded at Vault.

At the vault in Evergreen cemetery the casket was placed in a solid copper case and taps were sounded and the reveille rendered on a bugle. Those Present From Out of Town.

Among those from out of the city who attended the service, besides those already mentioned, were managers of the branches of the Howe Scale company, H. D. Priest of Boston, J. J. McElroy of New York, C. R. Dunton of Cincinnati, O., Henry Vogel of Cleveland, O., R. H. Jenkins of Philadelphia, O. B. Main of Chicago, G. H. Taylor of Minneapolis, Minn., and M. H. Morheuser of St. Louis, Mo.; also P. J. Hazen of St. Johnsbury, representing the E. & T. Fairbanks Co.; J. C. Clark of St. Johnsbury, representing the Fairbanks-Morse Co.; and H. J. Badden of New York, representing the Scale Manufacturers association; William A. Hendrick of New Haven, Conn., the husband of Carrie Mead Hendrick, Dr. Mead's nearest relative outside of his family circle; Allen M. Fletcher of Cavendish, and many other Vermonters.

Wonderful Floral Display.

Seldom in the history of Rutland were so many beautiful floral tributes grouped together as were seen at the church. Among the pieces received from organizations were those from the directors of the Baxter National bank, wreath of galax leaves, roses and chrysanthemums; deacons of Congregational church of the Com-

munity house, directors of Community house, Rutland Valley grange, P. of H., Middlebury college faculty, Pacific Scale and Supply company, Rutland Business Mens association, employes of Rutland Manufacturing company, Sons of Veterans, Roberts Relief corps, National Society of Colonial Dames, foremen of Howe Scale company, employes of the Scale company, office force of the company, directors of the company, Bradley Music store, C. E. Davis foundry, Mead farm employes, Progressives, Killington commandery, Knights Templar, Fairbanks company, St. Johnsbury, Fairbanks officials, teachers of Madison street school, Kansas City branch of scale works, Rutland Waste and Metal company, Cincinnati branch of scale company, Cleveland branch, Vermont Marble company, Brown & Garrett, Howe Scale company of New York, Howe Scale company of Boston, Portland, Ore. branch of company, Fitchburg branch of company, Ohio branch.

REAPPOINTMENT OF TEACHING STAFF OF CITY SCHOOLS

Increases In Salaries Grant- ed As Per Schedule Pre- viously Outlined

The board of education held a special meeting at the city hall last evening and reelected for the next school year all of the teachers who are now serving in the public schools. The general increase in salary which has been under discussion for some time and which voters of the city approved at the March election was arranged for, the new schedule being as follows:

High school: Edward S. Abbott, \$2800; Eleanor J. Meldon, \$1275; Ruth W. Temple, \$1275; Marie W. Johnson, \$1200; Harold I. O'Brien, \$2100; Lacy W. Bump, \$2000; Marguerite A. Fox, \$1150; John P. Hoyt, \$1300; Helen M. Nugent, \$1275; Frank C. Phillips, \$2100; Dorothy Erskine, \$1075; Irene L. Copps, \$1125; Nellie H. Newton, \$1025; Elizabeth C. Hoffman, \$1,050; William C. Krook, \$2300; Geneva Harlow, \$1275; Mrs. Jennie K. Statham, \$787.53.

Dana school: M. Kittie Crowley, \$1125; Mabelle A. Howley, \$950; Agnes H. Rule, \$975; Mary E. Corcoran, \$850; Anna E. Collins, \$900; Nora B. Anthony, \$950; Aida P. Skeeles, \$1050.

Madison school: Anno F. Toothey, \$1000; M. Catherine Purcell, \$975; Helena G. Corcoran, \$950; Maria E. Steward, \$950.

Longfellow school: Rhoda W. Southard, \$1125; Anna E. McCavet, \$1025; Louise A. Branchaud, \$975; Adelaide B. Schryver, \$950; Irene E. Moroney, \$950; Mary V. McCavet, \$950; Mabel H. Gleason, \$950; Anna R. Maughan, \$1000.

Kingsley school: Louise R. MacFarlane, \$1012.50; Mary R. Kieley, \$775; Mary E. Hickey, \$950; Margaret I. Hulihan, \$950; Katherine M. Walsh, \$950.

Lincoln school: Etta Franklin, \$1137.50; May E. McCormack, \$950; Margaret E. McDevitt, \$875; Geraldine M. Lyston, \$850; Winifred Leafey, \$675; Abbie E. Greaves, \$950; Gertrude R. Cline, \$975; Elizabeth N. Locke, \$775; C. Marion Anderson, \$950.

Watkins avenue: Ellen Z. Mylott, \$1050; Lizzie I. McLaughlin, \$950; Catherine C. McKeough, \$950; Eleanor T. Maughan, \$950.

Park street: Mary E. Cannon, \$1025; Mary J. Moher, \$950; Agnes B. Crowley, \$950; Katherine M. Aldrich, \$875.

Supervisors: Charles V. H. Coan, \$1200; Mary F. Pierce, \$900; Mabel H. Woods, \$775; Clara M. Coleman, \$1300.

Teachers must return contracts by April 1.

Discussion Over Special Increases.

Following the reading of the report of the teachers' committee by Chairman Webber, President H. R. Kingsley asked Commissioner Bucklin to take the chair, after which he introduced a minority report of the teachers' committee and asked that the report of the teachers' committee be amended so that nine teachers who have taught in the city schools 10 years or over would receive an increase of salary of \$300 over the minimum wage of \$640 per year. There was considerable talk about this procedure. Finally the minority report was withdrawn and President Kingsley introduced a measure providing that the nine teachers receive the above amount and it was seconded by Commissioner Bucklin.

Commissioner Bucklin called for a ye and nay vote, and the motion of President Kingsley recommending the above salary for the nine teachers of over 10 years' service was carried by a vote of seven to three.

The commissioners voted as follows:

Affirmative: Bucklin, Baker, Adams, Cobb, Landon, Kingsley, Costello.

Negative: Webber, Cramton, Twigg.

The Rutland News
March 4, 1920

SECURES NEW SITE FOR DYEING BUSINESS

David Brown to Move Establishment From Center Street to North Street—Model Dry Cleaning Establishment.

David Brown, who has conducted a dry cleaning establishment on Center street for some years, expects to move within a few weeks to the LeClair lot on North street which he recently purchased. In fact, he is already preparing to move to the new site a building located at the corner of Washington and Wales streets which has been used as a barber shop and which he recently bought of W. H. Williams, who is to build a garage on the corner.

The lot on North street is 120 by 66 feet in size so that there is ample room for extensions. It already contains a large one-story structure which has been utilized as a paint shop. The barber shop building will be located in the rear of this so that Mr. Brown's dry cleaning and dyeing business will be detached. When he has installed his machinery at the new site and has arranged for safe storage of gasoline Mr. Brown expects to have the most up-to-date establishment of the kind in the state.

His business has outgrown his present location and, besides, objection to the storage in the business district of so much gasoline as the concern requires has arisen.

The Rutland News
March 23, 1920

THE RUTLAND NEWS CHANGES OWNERSHIP

Donald G. Babbitt of Bellows Falls Buys Controlling Interest and Real Estate of Charles T. Fairfield.

Donald G. Babbitt has purchased the controlling interest in The Rutland News company, publishers of The Rutland News, from Charles T. Fairfield, who established the paper in February, 1899 and has been its editor and publisher ever since. The property, located at 20 Grove street, is transferred with the stock.

The new owner of the newspaper is a son of the late George H. Babbitt of Bellows Falls, a well known paper manufacturer. He obtained his education at Phillips Exeter academy and the University of Vermont. He has been on the staffs of the Boston Record and the Boston Advertiser and he afterwards published the Burlington News. While abroad in war service with the 59th United States infantry, company E, Mr. Babbitt was business manager of the Stars and Stripes. Since his discharge from service he has been associated with the United Press association of New York.

After having graduated from Oberlin college in 1887, Mr. Fairfield published a newspaper 10 years in Eaton Rapids, Mich., and he was in a similar business in North Adams, Mass., before coming to this city in 1899. For the first 10 years The Rutland News was published in the Sawyer building on Merchants Row, the property at 20 Grove street being purchased in 1909. The company was incorporated in 1906.

Mr. Fairfield will retain his residence in Rutland.

The Rutland News
March 29, 1920

FAREWELL DINNER TO NEWS FORCE

Mr. and Mrs. Charles T. Fairfield Entertain At The Bardwell

Mr. and Mrs. Charles T. Fairfield entertained the employes of The Rutland News, some of the former employes and a few of the paper's friends at an informal dinner at The Hotel Bardwell Saturday evening, covers being laid for 25. The affair was in the nature of a farewell as Mr. Fairfield has just sold his interest in the newspaper and both he and Mrs. Fairfield are to leave town temporarily. The dinner served also was an introduction to Donald G. Babbitt of Bellows Falls, the new owner and editor of the newspaper.

The tables were set in the form of a hollow square and were decorated with red and white carnations.

The dinner was followed by some brief speeches. Mr. Fairfield expressed his appreciation of the loyalty shown him by The News force during the 21 years he was owner of the paper. He stated that after a brief period of play he expected to continue his literary work and do some worth while writing. Mr. Babbitt, Miss Elizabeth McLaughlin of The News staff, C. V. Poulin, who was a reporter for The News in its early days, and Harry A. Mattison of The Rutland Herald force spoke briefly.

Mr. Fairfield was presented a 17-jewel gold watch and Mrs. Fairfield was given a silver mounted fountain pen by The News force as remembrances.

George L. Kirk of The News staff, who made the presentation, said that the former associates of Mr. and Mrs. Fairfield were glad they were not to leave Rutland permanently and hoped that their former employes might be able to keep in touch with them from time to time in the days to come. The former publisher and his wife replied gracefully in accepting their gifts.

The Rutland News
March 19, 1920

BELA DEXTER DIES AGE EIGHTY-FOUR YEARS

Was Retired Building Contractor—
Rutland His Home Since 1884.

Bela Dexter, a retired building contractor, died at his home on Jackson avenue this morning at 1.10 o'clock, following a protracted illness. The funeral, which will be private because of sickness in the family, will be held at the house Sunday afternoon at 3 o'clock.

Mr. Dexter was born at Royals-ton, Mass., in 1836 and passed his young manhood there. He was interested in public affairs and held a number of town offices in his native town.

In 1884 he came to Rutland and commenced doing contract work. He erected a number of large structures, including the original hospital building, the Church and Pine street schools and the Johnson "castle" on the Proctor road.

Mr. Dexter is survived by his wife, Augusta Wheeler Dexter, four daughters, Misses Jennie M., Alice L., and Grace E. Dexter and Mrs. H. Milton Davison of this city and two sons, Herbert B. Dexter of Boston and Ernest A. Dexter of Rutland. Six grand children also survive.

The Rutland News
February 4, 1920

NORTON-BEANE CO. TIRE SHRINE STORE

Rutland Young Men to Or- ganize Tire and Rubber Business

Two of Rutland's popular young men have formed a partnership to be called the Norton-Beane Tire and Rubber Co., and will open an establishment in the Shrine theater building in the near future. Their entire equipment has already been purchased and is now in transit. These young men have just returned from four months stay with the Miller Rubber company of Akron, O., where they put in 16 hours of work each day in learning the rubber business from its entrance into the establishment in the crude state until it was turned out as the finished product.

During the first shift of the day John Norton and Ray Beane were in the tire repairing department and from 3 in the afternoon until 11 o'clock they were in the factory studying all the methods of handling rubber.

The firm will carry a complete line of tires, tubes and accessories and will do repairing of all kinds of rubber outfits.

Both Ex-Service Men.

Mr. Norton was a graduate of the high school class of 1913 and the Albany Business college of 1914, after which he was with the American Brass company at Waterbury, Conn. He then traveled for the C. A. Cross wholesale grocery firm of Fitchburg, Mass. He was enlisted in the federal service during the war and spent a year at Camp Upton.

Mr. Beane is also a graduate of the high school, 1914, and later of Dean academy at Franklin, Mass. He returned to Rutland and was engaged in the insurance business and other capacities. At the beginning of the war he enlisted and was in service 17 months, being overseas for nine months. Upon being mustered out of service he was employed by the Swift & Co. at Gardner, Mass., and for the last four months has been in Akron.

The Rutland News
December 26, 1919

FAIR GROUNDS IS TO BE ENLARGED

Extra Land Will Make Room For Building of More Barns

The Rutland County Agricultural society has purchased of Fred G. Smith and Burton G. Smith of this city a tract of land just south of the fair grounds. Some months ago the society bought the Perkins property to make room for extra barns, and the new purchase will practically square off the grounds to Main street. It will make possible the erection of extra buildings and permit of a southern entrance to the fair grounds should the need for such an entrance be felt.

The Rutland News
October 6, 1919

VERMONT FANS SEE BABE RUTH BAT OUT HOMER

Boston Red Sox Defeats Rutland by Score of 6 to 2

Witnessed by a crowd which was possibly the largest which ever assembled for such a contest in this city, there was pulled off at the fair grounds Sunday afternoon a baseball game which had many of the earmarks of the big league type when the Boston Red Sox defeated Rutland by the score of 6 to 2. The Vermont team kept the visitors stepping lively practically throughout the game and except for the eighth inning when four runs were made the score was close and the result uncertain. The big crowd contained numerous fans who traveled scores of miles to see the game, many coming from New York state as well as from northern, southern and eastern Vermont.

Automobiles were parked inside the fair grounds in a way that resembled the time that the fair was in session and the curbs on Park and South Main streets were lined with cars. The traffic was well handled.

Ruth Makes a Homer.

Babe Ruth, who played left field for the visitors, amused the spectators before the game started by knocking balls over the fences and when the real playing began he maintained his reputation by batting out a home run of the Texas league kind, to say nothing of a two-bagger.

Rutland found Shawkey, the Sox pitcher, for nine safe hits while the visitors made 10 off of Rudolph.

The following figures tell the story of the game in detail:

Boston Red Sox.

| | r | h | po | a | e |
|---------------------|---|---|----|---|---|
| Gilhooley, rf | 0 | 0 | 1 | 0 | 0 |
| Shean, 2b | 0 | 1 | 4 | 3 | 0 |
| Roth, cf | 2 | 1 | 3 | 0 | 0 |
| Ruth, lf | 1 | 2 | 5 | 0 | 0 |
| McInnis, 1b | 1 | 1 | 6 | 0 | 0 |
| Malone, ss | 1 | 0 | 1 | 1 | 1 |
| Wagner, 3b | 1 | 2 | 0 | 0 | 0 |
| McNeil, c | 0 | 1 | 7 | 1 | 1 |
| Shawkey, p | 0 | 2 | 0 | 1 | 0 |

Totals 6 10 27 6 2

Rutland

| | r | h | po | a | e |
|--------------------|---|---|----|---|---|
| Walsh, cf | 0 | 2 | 1 | 1 | 1 |
| Hayden, c | 1 | 2 | 5 | 0 | 0 |
| Donnelly, rf | 0 | 0 | 2 | 0 | 0 |
| Holcombe, 3b | 0 | 1 | 1 | 2 | 1 |
| Barrett, lf | 0 | 0 | 2 | 1 | 1 |
| Kopf, ss | 0 | 2 | 0 | 1 | 0 |
| Bower, 2b | 0 | 1 | 1 | 3 | 0 |
| Maybury, 1b | 1 | 1 | 15 | 0 | 0 |
| Rudolph, p | 0 | 0 | 0 | 9 | 0 |

Totals 2 9 27 17 3

Score by innings:—

Red Sox 0 0 1 0 0 1 0 4 0—6

Rutland 0 0 0 0 1 0 0 1 0—2

Summary: Earned runs, Rutland 1, Red Sox, 4; home run, Ruth; three-base hit, Holcombe; two base hits, Wagner, Ruth, Roth; bases on balls, off Rudolph 1; struck out, by Rudolph 3, by Shawkey 3; umpires, F. Burke, plate, F. Terrenzini, bases; time, 1 hr. 15 min.; attendance, 2000.

Admissions were paid on 196 automobiles. The grand stand receipts amounted to \$416. It cost the local management \$583.10 to put on the game besides the \$1500 paid the Red Sox.

The Rutland News
October 29, 1919

RUTLAND ICE CO. PLANT SOLD TO JAMES E. CREED

Bid Was \$5625—New Stock Company To Be Formed

The plant of the Rutland Ice company, which recently filed a petition in bankruptcy, was sold at auction yesterday afternoon by Edward S. Whittaker, acting for the trustee, Ernest H. O'Brien. The property went to James E. Creed of this city, who bid \$5625. The bidding started at \$2000 and was spirited for a few minutes.

Mr. Creed will transfer the property to a group of young business men of this city who will form a stock company at once with sufficient financial backing to enlarge the plant and operate it.

The sale includes a lease on 45 acres of land situated just off of Stratton road, southeast of this city, together with the pond and ice house upon it and the teams, ice wagons and other equipment.

To Build New Ice House.

Work will begin at once to build an ice house, 70 by 70 feet, adjoining one which is situated near the dam. This will about double the storage capacity of the company. Ice will be cut as soon as the weather permits and delivery of the commodity will be begun before next spring.

The Rutland Ice company was organized two years ago as a stock concern and the dam and ice houses were built at that time. The business has been managed by Charles M. Tiernan of this city.

The new owners of the business are Edward M. Copps, John F. Eddy and Thomas J. Creed. T. J. Creed will be manager.

HOTEL BARDWELL TO BUILD GARAGE

The Hotel Bardwell management is to build a large fireproof garage in the rear of the hotel, using property now occupied by a horse barn which is an ancient building. The garage has already been leased to W. H. Williams, Ford agent. There will be entrances from Washington street and from Merchants Row. It will be equipped with all modern devices for handling automobiles, including a turn table. Brick, concrete and steel will be used in the structure which will be at least two stories high.

The Rutland News
November 20, 1919

THREE SHIFTS WORK AT PROUSE BAKERY

Machinery Runs Entire 24 Hours of Every Day to Meet Demands on Establishment.

A little thing like a noisy bread mixer and a city rule does not stand in the way of A. A. Prouse having break baked at night at his new shop on West street.

If a bread mixer of one type disturbs the dreams of the guests at the hotel next door a new one can be secured which will run with noiseless motion.

This is exactly what happened this week. Mr. Prouse, who recently bought the bakery, was not able to turn out all the bread and rolls which he wished, and wanted to run a night shift at the place. He found himself up against the proposition stated above. Nothing daunted, he got a new machine and now there are three shifts covering the 24 hours of the day turning out food products for the citizens of Rutland.

The kind of food Mr. Prouse dispenses is evidently the kind Rutland people enjoy because within the last 20 years Mr. Prouse has acquired the Uwanta lunch room, Sycamore inn, the Rutland depot eating room and the Marble City bakery.

SHIRT FACTORY IS TO BE A MODEL OF UPTODATENESS

**Tauber-Lipton Co. Have New
Building In This City Al-
ready Well Underway**

EMPLOYEES CAFETERIA TO BE NEW FEATURE

The foundation has already been completed and carpenters are at work on the first floor of the new modern shirt factory which Tauber-Lipton & Co., of New York are to build on the site on Cleveland avenue recently given the firm by the Rutland Realty company, owners of the building at the same location which was burned last winter. The new building, which will be two stories high, will have every up-to-date equipment known to the shirt world. In fact it will be the best of 22 factories owned by the Tauber-Lipton company and they will make it a model in order to ascertain the usefulness of several new "wrinkles" in the business. Its cutting room, which will have seven tables each 165 feet long, will be the largest of any of the manufacturing plants maintained by the company.

The entire building will be 180 by 60 feet. A cemented basement, suitable to be used as a laundry and storage room, will be an improvement over the old building, which had practically no basement. On the ground floor there will be a receiving room, a department for the manufacture of paper boxes, which is a new feature, a sewing and pressing room, a rest room and cafeteria for employes and the office. The cutting department will occupy the upper floor.

Consideration of Comfort of Em- ployes.

The manufacture of boxes will facilitate shipment of goods and will give employment to additional hands. The rest room and cafeteria are features which it is expected will be greatly appreciated by the operatives. Theodore A. Nicollette of New York, who is in charge of the establishment of the new plant, has not yet decided how this feature will be operated.

The new factory will give accommodations for 200 hands, considerably more than the burned structure.

At the temporary quarters of West street the concern has had about 100 hands. Some of these have been moved to the house of correction building which has been leased for a few months for cutting and other quarters. There is also to be established at once at the house of correction a department for making flannel robes and there is opportunity for about 15 persons to obtain employment in this work.

Mr. Nicollette Was With Government.

Mr. Nicollette became acquainted with officers of Tauber-Lipton & Co., just after the Rutland fire. He was employed by the government in looking after the manufacture of army shirts during the war. Some army material was destroyed in the fire on Cleveland avenue and the government sent Mr. Nicollette to this city to investigate the matter. He now has charge of the department of production at the Lipton plants.

The Rutland News
November 22, 1919

Will Accommodate 100 Cars.

Garage in Rear of Hotel Bardwell to Be One of Largest in the City.

The new garage which is to be constructed out of the old Hotel Bardwell livery stable is to be one of the largest in the city. When finished there will be room to store 100 cars. There will be a concrete floor and both the inside and the outside of the building will be covered with corrugated steel, while brick will be used between the studdings.

The work is being carried on at the present time and the building will be ready to accommodate the spring trade. It will be fire proof. W. H. Williams is to operate the place.

The Rutland News
November 17, 1920

CEMETERY REPAIRING THE BEAMAN HOUSE

Century Old Residence Is To Be
the Home of the
Superintendent.

The Evergreen Cemetery Association of this city is making extensive repairs upon the old Beaman house at Center Rutland, just west of the cemetery. This house which is more than 100 years old, was bought by the association about five years ago, and is now being repaired for the use of some of the cemetery officials. The place which will be ready for occupancy in the Spring, is being painted white on the outside, and extensive renovations will be made in the interior, which has been left mostly in its original form.

A galvanized wire fence will take the place of the old iron one around the entire property, to connect it with the cemetery. The house is of Colonial architecture, and will make a handsome residence, when renovated. It was the home of George W. Beaman, when he was editor of the Rutland Herald in 1839.

The Rutland News
December 23, 1920

CENTER STREET LANDMARK REMOVED FOR SAFETY'S SAKE

A mammoth elm tree standing in front of the fire station at the corner of Center and Nickwackett Streets, and which was one of the landmarks of Center Street, is now reduced to a high stub. Commissioner of Public Safety F. C. Roberts and others considered that the giant trunk has reached a state of decay where it was liable to fall during one of the winter's storms so the firemen cut off the upper part yesterday. The tree divided into three huge branches 20 feet above the ground and these were fastened with iron braces many years ago to prevent them from splitting apart.

The Rutland News
November 20, 1920

Ann Story Chapter to Place Memorial In Main Street Park for War Heroes

There were more than 40 Daughters of the American Revolution present at a meeting held at the home of Mrs. Charles S. Caverly on Court Street yesterday afternoon, when an address was given by Prof. Henry De Visme of Middlebury College upon "French Chateaus."

A committee was appointed at the meeting consisting of Mrs. Caverly, chairman, Mrs. P. M. Meldon and Mrs. G. T. Chaffee, to solicit money from the members for funds to place a bronze tablet in Main Street Park as a tribute to all the Rutland boys who took part in the World War.

The tablet will contain the names of the boys in the city who died in war, and will be placed upon a boulder, for which purpose the money donated is to be used. Any person outside the society who wishes to contribute \$5 may send the money to any of the committee. The sum of \$150 was pledged yesterday by the Daughters.

The Rutland News
September 11, 1920

ROYCE PROPERTY SOLD TO RUTLAND COUNCIL

Knights of Columbus to Utilize Fine
Residence on Grove Street As
Clubhouse.

Rutland Council, Knights of Columbus, through their building committee have purchased the house and property of Mrs. George E. Royce at 29 Grove Street. The deal was transacted through the real estate agency of Fred A. Field & Son. The property will be used as a new home for the Knights of Columbus.

The house contains 22 rooms, a number of fireplaces and is modern in every respect. It is expected that a few changes will be made in the interior of the building.

The Rutland News
September 25, 1920

SALVATION ARMY BUYS GROVE STREET BLOCK

Arrangements were completed late yesterday for the sale of the building at 22 Grove Street, now occupied by the Fashion Shop and the E. C. Bingham Plumbing Establishment, to the Salvation Army by Miss Berenice Underhill. The negotiations were made through the real estate office of Clark and Adams.

RUTLAND FIRE CLAY CO. ORGANIZED IN 1882

Thriving Industry in This City
Has an Interesting History—Its
Products Advertise Rutland

The Rutland Fire Clay company was founded in 1882 by Rufus L. Perkins. For several years Mr. Perkins had been more or less interested in prospecting for iron ore and other minerals and, in the course of this work, he learned of the deposits of fire clay and refractory material in the section where the company's clay pits are now located. He had the clays tested for foundry use, and, the Rutland Fire Clay Company was organized with the idea of getting out fine clay for this purpose.

At this time, fire bricks were used exclusively as linings for stoves and ranges. Pieces that were broken or worn out had to be replaced at a great expenditure of time and money. Stoves of ancient or little known makes were hard to fit.

The company conceived the idea of manufacturing a "plastic" stove lining. A lining that anyone could put into any stove with the expenditure of very little time; also a lining that would be as permanent as a brick one when in place, a lining, moreover, that could be purchased at any hardware store or plumbing shop, at a price much lower than people were paying for the expensive and difficult to obtain, brick.

After some experiment, Rutland stove lining was placed on the market. This was really the first article of the "Rutland Good Goods" line, and for several years was the only article manufactured by the company, although they were still marketing large quantities of foundry clay.

A few years later the Rutland Fire Clay company began the manufacture of a stove polish and for a few years they marketed this polish as "Big Box" also a brand of dealers' polish called "Black Imp." Several years ago, however, they adopted the "Rutland" brand, with the checkerboard label for all of their line, including the stove polish.

About this time also the company placed "Plantene," a food for house plants, on the market, and it is still one of the "Good Goods" line.

In 1902, the factory, then located at the clay pits southeast of the city, was destroyed by fire, and the concern was obliged to find new quarters moving to what had been the Chase Toy Works on Curtis Avenue. This plant had the advantage of being on the railroad, but seemed much too large at first. However the business increased so rapidly that the company was soon using the entire plant.

The Rutland News

May 12, 1920

ROBERT B. TEMPLE BUYS "BAXTER" FARM

An auction sale of Maple Grove farm on the Creek road in this city, belonging to the estate the late David W. Temple, was held this afternoon. A tract of 165 acres, including the original General Baxter farm and the house and buildings, was bid off to Robert B. Temple, younger son of the late David Temple, at \$23,500.

J. E. Creed bought two orchards. Howard C. Stearns purchased the "Baxter" and "Blanchard" pastures. The sale of stock was in progress late today.

The Rutland News

May 13, 1920

LOOK OVER SITES FOR LANDING FIELD NEAR THIS CITY

James Hartness Of Springfield In Rutland Today For Purpose

James Hartness of Springfield, president of the Vermont Aero club and a licensed pilot, was in this city today to look over certain tracts of land with a view to deciding upon a permanent location for a landing field in this city. The Kelley field, south of the fairgrounds, which has been used by aviators on various occasions and some lots on the Mead farm in the same vicinity, are under consideration.

An effort will be made to get the Chamber of Commerce, the Fair association or some other group of men to cooperate with the aero club in securing the rights to a field and laying it out.

The Rutland News

May 14, 1920

NO OIL AVAILABLE FOR DUST LAYER ON CITY STREETS

So Scarce Commissioner Cannot Even Get Quotations

"It's going to be practically impossible to get any oil for the streets of Rutland this spring and summer," Donald D. Snyder, commissioner of public works, said this morning. "From the Standard and Texaco Oil companies I had not been able to get even a quotation on prices. The shortage in crude oil, is due, I think, not only to the great demand for it by cities, but also to the fact that the government is using it so much," said Mr. Snyder.

There is a carload of calcium chloride on the way here and those who want it put on the road in front of their property will have to pay a fairly high price as it is expensive.

Price of Oil Tripled.

The dustlayer that has been used heretofore has been asphaltic oil which is crude oil with from 20 to 50 per cent of asphalt mixed with it. Even had it been possible to get it this year, Mr. Snyder says, the price would have been probably from 15 to 18 cents a gallon. The cost last year was only 6 1-2 cents.

The commissioner thinks that there will be no trouble in disposing of the carload of calcium chloride. A large number of property owners insist on having no dust in front of their houses and the commissioner says he expects that this carload will be disposed of as soon as it arrives.

The Rutland News

May 18, 1920

KOLTONSKI MADE ASSISTANT CHIEF

Mayor's Appointment to Fire Department Is Confirmed By Aldermen.

At a regular meeting of the board of aldermen last evening Alfred H. Koltonski was nominated by Mayor J. C. Dunn as assistant chief engineer of the fire department and the nomination was confirmed. Mr. Koltonski was also made superintendent of the police and fire alarm systems.

Robert Mack, Ralph R. Bean, Theodore Maher, Leo Stone and Michael Sullivan were elected regular firemen.

City Clerk H. B. Whittier read a petition from the Lincoln Iron works, Rutland Railway, Light & Power company, John P. Squires & Co., and Tauber-Lipton company asking that the aldermen take some action to increase the fire protection near their property.

The petition asks that the water main be increased from three inches to eight inches and that two hydrants be installed. It was voted to refer the petition to Aldermen Spencer, Dorsey, Pratt and Commissioner of Public Works Donald D. Snyder, to investigate and report at the next regular meeting.

The board received a letter from Edwin W. Lawrence, general counsel for the Rutland railroad, requesting that some action be taken by the board relative to the installation of a hydrant at the corner of Spruce street for the protection of railroad property. The matter was referred to Mayor Dunn and Commissioner Snyder.

Upon recommendation of the "gas" committee the board granted the Auto Electric company a permit to install a gas tank and pump at their store, 191 West street.

The Rutland News
October 15, 1920

TITLE SEARCHERS DIG UP RUTLAND HISTORY

Interesting Facts Disclosed In
Tracing Back Ownership of
Land Salvationists Bought

ON GROVE STREET

Tract Once Subject Of "Common Recovery" Proceeding. Now Little Known

A blue print showing the proposed changes in the building on Grove Street which the Salvation Army has purchased, is displayed in the Wilson Clothing Company window. In connection with the purchase, the Salvation Army officers in New York, required an exhaustive search of the land records, and this search, which has just been completed, has brought to light many facts about the early history of Rutland and an old legal question of interest to lawyers.

The land just purchased was part of a tract that Phineas Buell and wife deeded to William Jenkins in 1800. Captain Jenkins was a large land owner and at the time of his death, about 1820, he owned the land on the north side of the "road leading from the Court House to Castleton," now West Street, from a few rods west of Main Street, across East Creek and including a large part of Pine Hill. He also owned the mills at the Great Falls at Center Rutland.

At his death, half of his property was willed to his wife, and half to Ambrose L. Brown, and the "heirs of his body," and at the death of Captain Jenkins' wife, by her will, the estate went to Ambrose L. Brown. Under these wills Brown had an absolute ownership in half the property, but only a life interest in the other half, which after his death would go to his children.

Resorted to Ancient Process.

Brown sold a large part of the property east of East Creek to the late Deacon James Barrett, and that part west of East Creek to Judge Robert Pierpoint. These purchasers, when they found out that a half interest in the property was entailed to the children of Ambrose L. Brown, undertook to get deeds from the children, but not succeeding in getting deeds from all, began a proceeding to make their title good, practised centuries ago in England to bar entails. This is known as a common recovery and is a proceeding about which most of the present generation of lawyers know nothing. The purchasers had an outsider in this case, one William Page, brings suit in ejectment, against them to recover the land and in accordance with a previous understanding allowed William Page to get judgment by default for the possession of the land, and the sheriff put them in possession and afterwards, Page quitclaimed the property to Pierpoint and Barrett.

Supreme Court Steps In.

This was the ancient way of "barring an entail," in England, by suffering a common recovery, as it was called, but it was never law in America, and when the question came before the Supreme Court, it was held invalid to cure the title. The title was afterwards made good by proper deeds from the Brown heirs.

The property involved in these proceedings included what would now be worth hundreds of thousands of dollars. When James Barrett got his title straightened out, he divided the property into building lots, and practically all the land north of West Street can be traced back to deeds from him.

Deeds Must Go to England.

It is understood that the deeds of property purchased by the Salvation Army must finally be sent to England for approval.

The Rutland News
May 26, 1920

JOHN L. COOTNEY IS OUT OF ARMY

Retired Because Of Physical
Disability—Has Rank
Of Captain

Word has been received in this city that John L. Cootney of Rutland, who has been in the regular army since August, 1917, serving as a second lieutenant of infantry and later as a first lieutenant, has been retired from the service because of physical disability, with the rank of captain.

Mr. Cootney was a member of the class of 1916 at the University of Vermont and, when the National Guard went to the Mexican border in 1916 he was in command of Company C, First Vermont infantry, the company which was composed largely of University of Vermont men.

The Rutland News
June 1, 1920

WORLD OF MIRTH SHOWS DRAWING BIG CROWDS

Rutland Post, American Legion, Arrangement for Week of Fun at the Fair Grounds.

The World of Mirth shows, which opened their week's engagement at the fair grounds yesterday, under the auspices of Rutland post, American Legion, attracted large crowds and those who attended claim that it is the best carnival seen here for years. Sixteen members of the Legion, under the leadership of William J. Kelly, are busy on the grounds all the time looking after the interests of everybody and trying to see that things go smoothly.

The dancing pavillion at the fair grounds will be open every night this week.

Those who have seen the attractions characterize the carnival as "clean and snappy." There are about 20 concessions and three rides. The best thing in the freak line is a legless-armless man who rolls and lights his own cigarettes and shaves himself.

The Rutland News
June 1, 1920

NICHOLS-CHAPMAN CO. LEASES ENTIRE BLOCK

Center Street Hardware Concern to
Greatly Enlarge Its
Facilities.

The Nichols-Chapman Hardware company, which for some years has occupied one of the stores in the Quinn block at 43 and 45 Center street, has leased the entire building for a term of years and will greatly enlarge their store, giving better facilities for the display of goods and greater storage capacity for stock.

The block consists of two stores on the ground floor and rooms above. The Atlantic and Pacific Tea company, which is doing business in one of the stores, will have to find a new location July 1. The Nichols-Chapman concern will devote entirely to kitchen utensils the space the tea company now use.

The Rutland News
July 2, 1920

SIDNEY A. BAKER SELLS TO BROTHER

George H. Baker Is Now Sole
Proprietor of Bakers Seed
House In Rutland

Sidney A. Baker has sold to his brother, George H. Baker, the Baker Seed House business, including the farm, on Park Street in this city. George Baker has been associated with his brother in the management for the last four years. He will conduct the enterprise alone along the same lines as heretofore, keeping up the branch store on Center Street.

The Baker Seed House has one of the most modern plants of its kind in Vermont. There are two greenhouses, one 204 by 42 feet and the other 204 by 20 feet in size, and they are equipped with up-to-date heating apparatus and other necessities. The farm comprises 17 acres.

The business was founded by Sidney Baker about 27 years ago. The concern carries on a general local and mail order seed and plant business.

Sidney Baker is a well known railroad engineer, having ridden the irons for 40 years.

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The Rutland News
June 26, 1920

VERDER BLOCK IS DEEDED TO BANK

Marble Savings Institution
Buys Valuable Real Estate at
Corner of West and Grove

The Verder block, a Rutland landmark, standing at the northwest corner of Grove and West Streets, was sold today to the Marble Savings Bank by Mrs. George H. Verder of Mettaponsett, Mass., as administratrix of G. H. Verder, formerly of Rutland. The bank plans eventually, it is understood, to erect a modern banking building on the premises but this will not be done for some time because of building conditions and also because of the fact that some of the tenants possess leases which do not expire for a term of years.

This property transfer, which was consummated through the real estate office of Clark & Adams, is one of the most important which has taken place in Rutland in some years. Business men point to the fact that the deal is significant of the truth of the argument that business is moving northward in the city and that it greatly enhances the value of adjacent property on Grove Street.

Five Stores in Building.

The Verder building is a two-story wooden structure, facing on Grove street. It is bounded on the north by another wooden structure, the Franklin block, and on the west by a driveway. There are five stores on the ground floor and offices and private apartments upstairs. The corner store on Grove Street is occupied by August Olson as a newsroom. North of this is a small space formerly used by a watch repairer and the Boston Fruit Market quarters, Frank Bruzza proprietor.

On West Street side the stores are occupied by E. P. Riggs, shoe repairing parlors, and C. G. Hayles, dealer in phonographs. The H. R. Murray Printing Shop and V. H. Lavene tailoring shop are on the upper floor.

The structure was erected prior to 1872. It was deeded to Mr. Verder by Justin K. and George E. Richardson in 1890.

The Rutland News
July 28, 1920

Juvenile Track Meet Won By Dana School

Baxter School Second And
School Street Group Third
In Playground Affair

At the Playground Association's track meet yesterday afternoon at Baxter field the Dana school won with a total of 65 points. Baxter was second with 31 and School last with 28. A large number of people were present at the meet. The children from each school were designated by the different colors which they wore.

Following are those who took first:

Girls' baseball throw—won by M. Rice, School Street, 111 feet.

Boys' baseball throw—for boys 12 years and under—won by Carbine, Dana, 153.7 feet.

Boys' baseball throw for boys 12 and 14 years of age—won by Aronson, Dana, 201.1 feet.

50-yard dash for girls—won by Heath, School Street.

Boys' running high jump for boys 14 years of age—won by Roberts, Dana, 4 feet, 4 inches.

Running broad jump for boys 12 years of age—won by Fitch, Baxter, 12 feet, 10 inches.

50-yard dash for boys 12 years of age—won by Slater, School Street.

75-yard dash for boys 14 years of age—won by Roberts, Dana.

Potato race for girls—won by E. Jangraw, Dana.

Potato race for boys—won by Jasmin, Dana.

Centipede race—won by Dana.

Strecher race—won by Baxter.

Girls' relay race—won by Dana.

Boys' relay—won by Dana.

The officials were: Referee, C. G. Clark; starter, Raymond C. Bridges; judges, C. G. Clark, Craige S. Perpkins; clerk, M. B. Hunt; field judges, Murray B. Wheeler and Charles Ryan.

The Rutland News
July 31, 1920

CAMERA FINALLY CATCHES LINCOLN



ROBERT LINCOLN

MANCHESTER, Vt.—Robert Lincoln, son of Abraham Lincoln, has been successfully dodging camera-men for years. This is believed to be the first photograph taken of him in recent years and was snapped as he was leaving the courthouse here. He is spending the summer in this town. "My father was a great man. I am not," is the way Lincoln avoids publicity.

The Rutland News
July 31, 1920

PAPAS AND MAMAS TRY PLAYGROUND SLIDES

Grown-Up Play at Small Children's Pranks Under Cover Of Darkness

"Enjoy life while you are young" appears to be the saying paramount in the minds of those who dwell on the eastern slope of the city. "Never too old to learn," seems to be the somewhat apt expression displayed by the sightseers who last evening watched the new playground apparatus at the Dana school grounds as it was put into action.

The entire equipment on this ground has been installed. The 30-foot slide, the most popular bit of sport on the field, was in constant use from early yesterday morning to 9 o'clock in the evening. Even after the dusk had settled, the fathers and mothers of the children, wandered over to the ground and under cover of the darkness took a few "slides" to see that the apparatus was working as it should.

Old and young have made use of the equipment which consists of the slide, a great stride, a merry-go-round and six swings. The equipment is now complete in the Dana Community.

Similar apparatus is now being installed on the School Street grounds and should be completed early next week.

Youngsters Have Picnic.

One hundred and fifty children from School Street district went on a picnic today to the farm of Norman J. Nicklaw on the Creek Road. They made the trip in a dozen contributed automobiles.

The Rutland News
August 21, 1920

FARMER DRUG STORE CHANGED HANDS TODAY

Fred Beauchamp And Wm. A.
O'Rourke Form Partnership
And Buy Establishment

NAME IS CHANGED

Both Yong Men Took Pharma-
cists Degree at Mass. College
Of Pharmacy, Boston.

The drug store of F. E. D. Farmer & Co., located at the southwest corner of Merchants Row and West Street and one of the oldest pharmacies in the city, changed ownership this afternoon. Frank B. Howard, who has had considerable interest in the establishment for about seven years, bought the interest of the F. E. D. Farmer estate and sold the entire business to Fred Beauchamp and William A. O'Rourke, well known Rutland young men, both of whom received the degree of Doctor of Pharmacy from the Massachusetts College of Pharmacy.

The new owners, who have already taken possession, will operate the store under the name Beauchamp & O'Rourke. They have had about 10 years' experience each in the drug business in Rutland and have worked in pharmacies elsewhere.

Beauchamp Has Been Manager.

Mr. Beauchamp has been manager of the Farmer & Co. store for the last four years or since the death of Mr. Farmer. He graduated from the Massachusetts institution in 1907 and passed the Vermont State Board examinations in 1912, making him a registered pharmacist and prescription compounder.

Mr. O'Rourke was in college with Mr. Beauchamp and received his degree at the same time. He, too, is registered under the Vermont State Board of Pharmacists. He was associated with the L. A. Miner drug store for 10 years and for the last five years was head clerk.

The young men will conduct a modern prescription business carrying the usual side lines to be found in an up-to-date drug store.

History of Business.

The business which now passes into new hand was founded by the late E. C. Lewis prior to 1878. Afterwards the late Charles W. Ward, who had been clerk for Mr. Lewis, took it over and on his death F. E. D. Farmer, who had been in partnership with E. G. McClallen, bought a part interest in the store, continuing until his death.

The Rutland News
August 24, 1920

Automobile Runs On Railroad Tracks

D. and H. Officials Fit Up Peerless Car As Passenger Coach

A Peerless automobile, running smoothly along the railroad tracks, was the unusual sight witnessed by persons at the Rutland depot at 11 o'clock this morning. The car, which belongs to officials of the Delaware & Hudson Railroad Company, started from Wilkesbarre, Pa., a few days ago, and has gone as far north as Rouses Point, N. Y., on a tour of inspection.

The automobile wheels have been removed and the wheels of passenger coaches put on instead. The car goes under its own power. The steering gear is locked and, to all outward appearance, the machine makes its journey along the track, as would any locomotive.

It carries signal flags in front, as do locomotives and over the radiator is a bell similar to those on engines except that it is considerably smaller, for use at crossings, etc. The bell is pulled by a cord in easy reach of the front seat.

The passengers claim that the machine rides very easily but among the onlookers there were some who were so skeptical as to say that they would prefer a regular passenger coach.

TO BUY STEARNS PLACE FOR SITE OF STATE ARMORY

**Board of Aldermen Adopt
Special Committee's Report
--Price to Be \$14,000**

At a meeting of the board of aldermen last evening the joint committee made up of the special aldermanic committee and the military committee of Rutland Business Mens association, appointed some time ago to choose a site for the armory which is to be built in Rutland, made a report recommending the purchase of the John B. Stearns property at 15 West street and the aldermen voted unanimously to accept the report and make the purchase. The price is to be \$14,000.

The Report in Full.

The report made by the committee was as follows:

The joint committee appointed by your board to consider sites for the proposed state armory and to recommend to you relative to the purchase of the same, present the following report:

The committee met and organized as follows: S. C. Dorsey, chairman, James M. Hamilton, clerk for the joint committee. L. J. Egelston for the aldermanic committee.

In response to an advertisement for bids, 20 different pieces of property were offered for sale. Shortly afterwards the board of armory commissioners visited the city and reported favorably on four of these sites: Sycamore inn; John B. Stearns' lot; lot corner of West and Cottage streets; to combine Royce and Temple lots on Grove street.

The committee feel that as there was a possibility of combining a memorial convention hall with the armory, that the question as to whether it should be on the hill or down town should be decided. The committee voted that in their judgment, a lot in or near the business district should be purchased, provided this could be obtained at a price that was within reason, for this purpose. It was then determined to obtain options on these four properties, which was done in practically all instances, through the assistance of Miles S. Sawyer. The general sentiment of the committee was in favor with what is known as the Edgar B. Moore lot at the corner of Cottage and West streets, provided that the property immediately adjacent should be obtained and added to the Moore lot. After going into this matter thoroughly with the various property owners, it appeared that the price required to obtain the necessary area, which must be at least 150 feet frontage and 200 feet deep, would cost \$35,000 or more.

In the opinion of your committee, this was more than we would be justified in asking the city to spend, and was \$20,000 in excess of what the city had already voted to use for this purpose. The combined Royce and Temple properties were considered carefully, and in the opinion of your committee we could not recommend the property for the same reason, namely the combined prices would be considerably in excess of what the city had voted.

Stearns Lot the Largest.

After going over the ground carefully, it became more and more apparent that we could not keep within our appropriation and still find a site in the down town district. It left a choice of the Sycamore inn or the Stearns property. We realized that there were certain advantages in the Sycamore inn lot such as being on one of the main streets, near to the car line and the fact that this is a corner lot. These we believe, however, would be more than offset by the fact that the Stearns lot is much larger in area, having a frontage of 150 feet and a depth of 367 feet. This would provide ample room for any building that the city might see fit to build, leaving space which might be used to advantage as a drill ground or for some other useful purpose. While it is readily accessible from the car line, it is not so near to suffer from any confusion in this respect.

There is ample room in this vicinity for parking cars. Taking everything into consideration, price, location, the size and the accessibility, we feel that this is the very best proposition obtainable. The Stearns lot could be purchased for \$14,000 and there is considerable salvage on this property we believe, so that the net cost to the city would be considerable less than the amount voted, namely \$15,000. We have an option on this property for this amount, \$14,000. Mr. Stearns making certain reservations relating to some of the fixtures, etc. on the property, and agreeing to vacate by November 15.

We therefore, respectfully recommend the city council to proceed to purchase the Stearns property, and be ready to transfer same to the state of Vermont when the proper time comes.

Respectfully submitted,
STEPHEN C. DORSEY,
J. C. TEMPLE,
L. J. TRUDEL,
STEPHEN CRAGIN,
JOHN C. WHITE,
L. J. EGELSTON,
JAMES A. LILLIS,
C. H. LANDON,
DR. JAMES M. HAMILTON.

ASKS FOR STREET THROUGH ESTATE OF H. H. BAXTER

Owner Would Give City Land In Order to Market Build- ing Lots

A part of the H. H. Baxter estate in the northern part of this city, in which Grove hall, which is now occupied by the family of Hugh H. Baxter of New Rochelle, N. Y., the owner, is located, may be cut up in building lots and sold. Mr. Baxter has made a proposition to the city, agreeing to give the municipality a strip running east and west through the north end of the tract provided the board of street commissioners lay out a street which would give access to about 15 or 18 building lots on the north side of the proposed thoroughfare. Mr. Baxter would place these lots on the market.

No formal application for the street has yet been made to the commission, which consists of D. J. Anthony as president of the board of aldermen, and Donald Snyder as commissioner of public works and superintendent of streets. The matter has been talked over, however, and no objections have appeared. The commission has power to act in the matter.

If the street were made it would be of normal width and would extend from Church street, at a point not far from the north gate on the Baxter estate, to a place on Grove street nearly opposite the house of H. A. Harman, passing back of the Baxter barns. There would be no building lots on the south side of the proposed street, this property remaining as part of the estate.

The land which it is proposed to develop for residential purposes has been utilized for growing hay heretofore.

PRICES NAMED FOR SITES FOR ARMORY

Figures At Which Various Citizens Offered Their Lots to Committee

Much interest has been manifested by Rutland citizens in the figures offered the military committee when different local properties were put on for sale for the state armory site. Dr. J. M. Hamilton was chairman of the special committee and Stephen C. Dorsey held a like position for the board of aldermen, which cooperated with the military committee in the purchase of the J. B. Stearns lot on West street.

The prices given the committee are as follows:

Eagles' property, Wales street, \$13,440; Dr. N. J. Delehanty property, North Main street, \$15,000; J. B. Stearns property, West street, \$14,500; Mrs. George E. Royce property, Grove street, \$20,000; G. A. Brigham property, corner Lincoln and Kingsley avenues, \$2100; W. H. Seward property, North Main street, \$15,000; Mrs. Stella Mills property, Gibson avenue and Forest street, \$4000; J. W. Norton property, North Main street, \$15,000; P. R. Eaton property, North Main street, \$10,000; Rooney & Frenier property, North Main and Terrill streets, \$11,000; Whittier & Long property, West street, \$9000; Sycamore inn property, South Main street, \$15,000; Miller & Dunn property, West street, \$15,000; Dunn property, Cottage street, \$7500; W. L. Engrem property, Wales street, \$6500; Murray and Sturtevant property, Grove and State streets, \$25,000.

ALFRED KOLTONSKI WEDS FAIR HAVEN GIRL

Former Rutland Young Man Takes
Miss Hannah E. Maley as Bride.

Miss Hannah E. Maley of Fair Haven and Alfred H. Koltonski, son of Mr. and Mrs. J. A. Koltonski of this city, were married at the Catholic parsonage in Fair Haven this morning by Rev. P. J. Houlihan.

They were attended by Miss Sarah Maley of Fair Haven, the bride's sister, and Capt. John P. Reedy of the Rutland fire department. Mr. Koltonski having been a fireman in this city for some time before entering war service.

The couple went to Albany, N. Y., on their wedding trip. They will live at Northampton, Mass., where M. Koltonski is employed as electrician by the Warren & Watts Electric company.

SALE OF PROPERTY ON WILLOW STREET

G. E. L. Badlam Buys Piece of Land In Rear Of Stores Of L. H. McIntire

L. H. McIntire of Rutland and Tampa, Fla., has sold a part of the property he acquired some years ago when he planned to build a theater for Rutland people. This tract is 260 feet in length and extends the entire distance from The Berwick house block back of the stores on the north side of Center street as far west as the W. S. Smith Shoe Company store. The width varies in places but the tract of land legally shut off all exits from the rear of any of the stores to Willow street. However driveway privileges have been given to the different owners for many years.

G. E. L. Badlam of Center street is the purchaser of this tract of land. As yet he has made no definite plans as to what he will do with the property.

The stores affected are those of W. S. Smith & Co., John Dunn Co., Claude Pitcher, E. W. Dahlin, Mr. Badlam, C. J. Cleveland, Nichols & Chapman, Billings & Davis and the Atlantic & Pacific Tea store.

The Rutland News
November 25, 1919

\$15,000 FIRE ON H. E. DYER FARM

Modernly Equipped Barn and Stable Burned This Morning—15 Head of Cattle Perished

One of the largest and best equipped dairy barns in this part of the state was destroyed by fire early this morning when practically all of the buildings, except the house, on the farm two miles south of this city, owned by Col. H. Edward Dyer of Mill village, were burned with about 15 head of cattle, farm machinery and a quantity of hay. The loss is estimated at about \$15,000, well covered by insurance as to buildings, stock and machinery. The cause of the fire is unknown. About 10 years ago the large house on the adjoining farm, also belonging to Colonel Dyer, was burned.

It is thought that the fire had been burning for some time before it was discovered as the flames were shooting high into the air when first seen. About 4 o'clock railroad men in this city saw the reflection and, thinking that the fire was located in some structure in the southern part of the city, rang in alarm which called out both motor trucks. The firemen went nearly to scene and then returned as the buildings were doomed by this time and there was no water supply for pumping purposes.

The ruined buildings include a barn 120 by 40 feet, modern in every respect, stables 120 by 45 feet, sheds and two 250-ton silos. A yoke of oxen, a registered Guernsey bull, valued at several hundred dollars, one or more cows and some calves were burned. These were in pens where the stables extended under the big barn. A valuable Holstein bull broke out of the enclosure he was in and was thus saved from the flames.

The big barn and stable were erected in 1910.

The Rutland News
September 9, 1919

C. G. NOYES GIVEN COUNTY JAIL CONTRACT

**Rutland Man Soon to Commence
Work on Building on Center
Street.**

At a meeting of the Rutland county jail committee yesterday afternoon, it was decided to award the contract for constructing a jail building on the M. R. Crain lot on the north side of Center street to Charles G. Noyes of this city. The contract does not include the furnishings of the plumbing, heating, electrical equipment or steel for the jail. Bids for each of these items will be advertised for soon. It is expected that construction work will be commenced at once.

The jail committee consists of Charles L. Howe of Rutland, Dan D. Burditt of Pittsford, George H. Young of Brandon, George L. Bacheller of Wallingford and G. H. V. Allen of Fair Haven.

The Rutland News
November 17, 1919

H. H. HOWE & CO. TO BUILD FACTORY ON WILLOW STREET

The H. H. Howe & Co. business has increased to such an extent that the owners have found it necessary to have larger quarters for the production of ice cream and candy for their wholesale trade. They will, therefore, build in the near future a factory on Willow street.

The Howe company is one of the oldest business firms in Rutland, three generations being represented in its management.

In July, 1869, over 50 years ago, H. S. Howe opened the business and his son, H. H. Howe, succeeded him. The establishment has steadily grown in size and is now one of the most popular business places in the city and the wholesale department is well known throughout the surrounding states.

The Rutland News
May 12, 1919

JOHNSON CASTLE CHANGES OWNERS

Palatial Residence Again On The Market

One of the largest pieces of residential properties in Rutland county, the Johnson "castle" situated on the west Proctor road a short distance northwest of Center Rutland, has again changed hands. W. H. Barnard of New York, a banker who has had possession for some years, using the place as a summer home, has sold it to Ira W. Shepiro of Boston, a real estate dealer, who wishes to sell it and has appointed Fred A. Field & Son of this city his resident agent.

Mr. Shepiro is owner of the Mountain Spring house at Lake Dunmore. He and Mrs. Shepiro, with their son and daughter, and Mr. and Mrs. William S. Schell of Boston were at The Berwick for the weekend.

The "castle" has changed hands a number of times. Before Mr. Barnard took possession it was the summer residence of G. K. Cummings, a Philadelphia artist. With its palatial appearance, its 24 rooms, its 135 acres and its splendid outlook on the Green Mountains the structure will some time be used as a sanatorium, hotel or other public institution, property owners in this vicinity believe.

The Rutland News
July 10, 1919

BOMOSEEN PARK IS SOLD TO LAKE CO.

R. R. Tuttle, J. A. Wellwood And L. F. Wing To Cut Tract Into Building Lots

Bomoseen park, a tract of about nine acres at Lake Bomoseen, which up to a year ago was conducted as an amusement place by the Rutland Railway Light and Power company for 14 years, has been sold by the electrical concern to the Lake company, Inc., in which Rifford R. Tuttle, Joseph A. Wellwood and Leonard F. Wing of this city are interested. The new owners will cut the tract up into building lots and develop it for summer resort purposes.

The park was originally a part of the Walker and Parsons farms. The new owners get with it about 170 feet frontage on either side of the highway leading along the lake and also a considerable water front. The dancing pavilion was recently moved from the park to this city.

A few small buildings are included in the sale but the Hotel Trakenseen, which is situated nearby, is not.

The trolley company has also sold recently about 25 acres of farm land to E. J. Dunn who runs a hotel on the east side of the lake. The piece adjoins Mr. Dunn's property.

The Rutland News
June 10, 1919

VOTE TO BUY THE CRAIN PROPERTY

County Jail Commission De- cides On New Site

Charles L. Howe of this city, Dan D. Burditt of Pittsford, G. H. V. Allen of Fair Haven, G. L. Bacheller of Wallingford and George H. Young of Brandon, who compose a commission appointed by the last legislature to take steps to secure a new Rutland county jail when the present one is done away with through the discontinuance of the house of correction, met yesterday afternoon in this city and definitely decided to buy the Dr. M. R. Crain property on Center street as a site. The title is being looked up today and it is expected that papers will be passed within a few days.

The Crain property consists of a deep lot on the north side of Center street with a large brick house fronting on the street and a barn in the rear. It is not proposed to disturb the house and barn, there being ample room on the portion of the property now used as a garden to erect a modern jail building. While no definite plans have yet been decided upon it is probable that a one-story structure will be built, with quarters for both men and women.

Only Three Jail Prisoners Now.

With the system of parole and probation that is now much in use and with the discontinuance of the sale of intoxicating liquor comparatively few prisoners are in the custody of the county jailer except, perhaps, when a term of county court approaches there may be several held to await trial.

At present there are only three jail prisoners at the house of correction building and two of these are behind the bars because of inability to obtain bail.

The Rutland News
December 9, 1919

BUILD FOUNDATION FOR 100-TON SCALE

Rutland Railroad To Install Big Car Weighing Device

The Rutland railroad engineering department is preparing the foundation for a 150-ton car scale which is to be installed near the main line at a point between River street bridge and the Howe Scale works, just north of where the tracks of the new portion of the yard join the main tracks.

The Howe concern is building this scale which will be the largest one in use in this part of the country. The Rutland road has a scale in this city, near the round house on the west side of the yard, as well as various weighing devices at other stations, but the installation of scales has not kept pace with the rolling stock and the scales now in use will not handle the largest cars of coal or heavily loaded box cars.

The apparatus which is to be put in place will permit the weighing of any car on the line or any that may be received from other roads.

The Rutland News
December 19, 1919

CONTRACT IS LET FOR BUILDING DAM

National Engineering Com- pany To Erect Structure On East Creek

The contract for the big dam in Mendon has been let by the Rutland Railway, Light and Power company to the National Engineering corporation of Boston. This is the firm which handled many of the federal contracts along the Atlantic seaboard during the late war and it is especially noted for its "speed up" qualities and the thoroughness of its construction.

The work is to be begun at once and the company will build a bunk house, a big dining hall and a club house for the 100 men which they will put on the job. The cold weather will not interfere with the work and it is to be rushed throughout the winter.

The firm does everything possible to make its employees contented and happy while on their job and that is the reason for the club house in connection with the outfit.

The pond is to have a capacity of 5,000,000 cubic feet of water, and it is to be built on East creek.

The Rutland News
December 20, 1919

ICE CUTTING WAS COMMENCED TODAY

Eddy Concern Finds Ponds Covered To A Thickness Of 12 Inches—Will Har- vest 15,000 Tons

The Eddy Ice company commenced today harvesting their 1919-1920 crop of ice. Operations were begun earlier than is generally the case in spite of the mild weather up to the last cold snap. Because of the lack of storms and absence of snow ice of an unusually clear quality is being cut. During the last four days five inches formed on the ponds, the total thickness of that harvested being about 12 inches. The gang of men who were at work at the Eddy pond south of the city today cut about 500 tons.

Next Monday a force of 50 to 75 hands will be engaged and the company expects that the harvest will last eight weeks. An endeavor will be made to fill the houses and supply outside trade, such as farmers who draw away ice to fill their own houses, at one time.

The company have facilities to store about 15,000 tons. They expect to secure 10,000 tons at the Eddy pond, 3500 at the Dunklee pond and 1500 at the Combination pond.

WORK STARTED ALREADY ON NEW POWER HOUSE IN MILL VILLAGE

**Total Expenditure on Dam,
Station, Transmission
Lines, Equipment to
Be \$450,000**

EXCAVATION AND OTHER WORK OF CONSTRUCTION TO BE BY MACHINERY

Practically before the formal order of the Public Service commission, allowing the Colonial Power & Light company, the Claremont Power & Light company, the Western Vermont Power & Light company and the Clarendon Power company to consolidate under the name of Vermont Hydro-Electric company, was issued, work has been started on the erection of the power house near the Mill Village chapel, two miles north of Rutland. Workmen commenced excavation yesterday, a goodly force being employed.

This is what is known as the Number 3 station. Work is already underway, also, 8000 feet upstream from this power house, where the dam will be built. A road for the hauling of gravel from a bank a half mile away is being built and other preparations for excavation for the dam are being made.

The 8000 feet between the dam and the power house will be connected with a pipe line of six-foot diameter made of Douglass fir from the state of Washington, the staves already being on the way. There is a fall of practically 190 feet between the dam and the power station.

The power house will be the first work to be finished. This will be of the most modern construction, two generators or dynamos of 1500 horse power each being directly connected with the water wheel. The building will be large enough to accommodate a third dynamo later.

Vast Power To Be Developed.

The product of this power house is something over five million kilowatt hours a year. The vast quantity of power may be better appreciated when it is stated that this capacity—3000 an hour, 72,000 a day—is more than the entire Rutland Railway, Light and Power company consume.

The dam as laid out will be about 500 feet further down stream than was hoped for, on account of the refusal of the city of Rutland to sell land required where the dam was projected. The output of power at the desired location would have been fully 6,000,000 kilowatt hours a year. The constructors still hope for some modification of the city's position in order to increase to some extent at least the power-output.

Dimensions of Big Dam.

The dam will be one of the largest in Vermont. It will have a cement core with dirt front and back. It will be 24 feet above the water level, 450 feet long across the stream, with a wing dam or retaining wall of cement running upstream 900 feet. The cement core wall will go 15 feet below the surface of the ground. The trench in which the cement will be placed will therefore be 14 feet deep, practically 12 feet wide and 1400 feet long. The excavating will all be done this fall and winter and the concrete put in as soon as the weather permits in the spring.

The concrete wall of the dam will be approximately 30 feet high. In order to get the dirt, 50,000 cubic yards being required for the filling front and back, the workmen will go into the bank above. It is proposed instead of hauling this dirt by teams to get it by the sluicing process. By this method, a high pressure stream of about four inches of water will be shot into the bank and the dirt come down in sluiceways in solution.

Dirt Filling Will Probably Be Sluiced In.

A. S. Crane, hydraulic engineer connected with the J. G. White company of New York, was in town yesterday advising the local company as to various parts of the construction, including this sluicing of the dirt filling. This method of handling large quantities of filling has been used elsewhere very successfully in large works, such as in the building of the Panama canal. A stream of water of great force fairly eats away a hill in short order.

In the construction of the dam machinery will be used to greater extent than ever before in this section. Substantially 10,000 cubic yards of gravel will be needed to make the cement walls. A motor truck load is about three yards and the round trip from the gravel bank to the dam is about a mile. That

would mean that over 3000 truck-loads of gravel would have to be hauled a distance of a mile. It is proposed to convey this gravel by motors. The gravel will be conveyed from the bank to the concrete mixture and the mixture then shot by tubes to any point of the dam during construction. All grading and excavation will be done by a steam shovel that takes a cubic yard at each scoop.

Electric motors of a total of 150 horse power will be used in the construction work. There will be two centrifugal motor-driven dredging pumps to take care of the water, which is a great problem. The ground being the bed of a former stream contains an endless quantity of hardheads which will have to be removed before bedrock is reached. **Construction Machinery Will Cost \$30,000.**

It is estimated that \$30,000 will be expended in machinery used in the construction of the power house and dam. There will be a carpenter shop built on the grounds.

One of the principal problems in the construction will be the transportation of material. Between 10,000 and 12,000 barrels of cement will have to be hauled from the Rutland depot to the dam, a distance of three and a-half miles.

The dam will form a reservoir holding 5,000,000 cubic feet of water, covering an area of six or seven acres.

Total Expenditure To Be \$450,000.

The aggregate cost of the dam, power house, transmission lines, machinery and other equipment will be approximately \$450,000. The principal items are: 8000 feet of pipe line, \$120,000; building of dam, \$75,000; power house, \$100,000.

New 1000 Horse Power Dynamo at Mendon Station.

There is being installed at the Mendon station, 2000 feet upstream from the new dam to be built, an additional generator or dynamo of 1000 horse power. Heretofore there have been three generators of 600 horse power each at this station.

The Rutland News
July 19, 1919

ELECTRIC CONCERN TO BUILD PLANT AT MILL VILLAGE

Rutland Railway, Light & Power Company Will Erect Power House Near Chapel and Will Construct Dam On East Creek

The demands for electric power in this vicinity having practically reached the limit of the concern's facilities, the Rutland Railway, Light and Power company is to build another plant which will add about 6,000,000 kilowatt hours per year to their output of "juice." The new station and the reservoir to be constructed in connection with it will be located on East creek between the Mill Village dam and the Mendon power house. After the work is completed the company will have facilities for utilizing the drop of water between this city and Chittenden dam at three different points, there also being a sub station in East Pittsford as well as the one in the town of Mendon. The fall in the nine miles between Chittenden dam and this city is 893 feet.

For a number of years it has been very generally known that the Rutland Railway, Light and Power company were acquiring water rights along East creek at Mill Village and that the power on this part of the stream would be developed at some future time. In order to complete the project, which is now under way, the company must secure possession of some property on East creek which is owned by the city of Rutland and the matter will be taken up at a meeting of the board of aldermen next Monday evening.

If there is no hitch in this matter, work will be begun within a short time to build a power station just south of the mill village chapel. There will also be erected a reservoir about 1000 feet south of the present Mendon power station. The masonry which will form the dam will be 27 feet high and 400 feet long and there will be an 800-foot retaining wall. About six acres of land will be flooded, the capacity of the reservoir being about 5,000,000 cubic feet of water. Although it will be in the same vicinity, this reservoir will in no way interfere with the storage ponds of the Rutland water system which are on another branch of East creek.

ST. PETERS CHURCH IS 50 YEARS OLD

Anniversary Falls On The Fourth Of July

Next Friday, July 4, will mark the 50th anniversary of the laying of the corner stone of St. Peters church in this city. Attention was called to the fact at the services yesterday. As the Fourth is the first Friday in the month, there will be masses at 5.50 and 7 o'clock in the morning.

Yesterday was the 46th anniversary of the dedication of the church which came on St. Peters and St. Pauls day.

The church was built through the efforts of the late Rev. Charles J. Boylan who was the pastor for many years, being assigned to the parish in 1857. He was succeeded in 1886 by the late Rev. Thomas J. Gaffney, who died in 1907, when Rev. J. M. Brown, the present incumbent, was appointed pastor.

Since the church was built the parish was divided, the present Church of the Holy Innocents being the offshoot.

The Rutland News
August 1, 1919

AMERICAN LEGION POST FORMED IN RUTLAND

Those Desiring to Become Charter Members Should See Sergt. W. J. Kelley.

About 50 men who were in war service gathered at the armory last evening and took steps to form in this city a post of the American legion which is made up of soldiers, sailors and marines who fought between April 6, 1917 and November 11, 1918. There is still opportunity for those who wish to become charter members to sign blanks which may be obtained from Sergt. William J. Kelly who was made temporary clerk last evening. The chairman of the meeting was Lieut. Col. B. S. Hyland.

So far about 30 men have filled out blanks and these will be forwarded immediately in order to secure a charter.

The Rutland News
July 11, 1919

ANOTHER SHELTER FOR MT. KILLINGTON

Wooden Building To Be Put Up To Supplement Metal Structure

There is to be another shelter on Mount Killington this season. Two years or more ago the Green Mountain club erected a metal building and put a stove in it but this has been found inadequate when several parties are on the summit at one time and inconvenient when both men and women wish to pass the night on the peak. The new structure, on which work is to be commenced soon under the direction of Killington section of the club, will be built of wood taken from the ruins of what was the hotel barn. There is still much material left for the shelter and, although considerable work will be required to dismantle what remains of the storm beaten structure, it will be an easier task to get the lumber in this way than to carry it up the mountain.

It is planned to put up a shelter which will accommodate a large party. As the material to be used is wood, some means will have to be devised to prevent hedgehogs from eating up the place as they did the old hotel. The hoodlum element will also have to be combatted for there would be one or two small wooden shelters on the mountain at the present time if they had not been deliberately destroyed by thoughtless or malicious persons.

The Rutland News
July 14, 1919

FLEW TO RUTLAND FROM GLENS FALLS

Lieut. John J. Lynch Surprises Home Friends by Suddenly Appearing Over City in Airplane.

Many Rutland people were given a surprise last evening when an airplane was seen sailing over this city and it finally came to earth at Kelley field, south of the fair grounds. In the machine were Lieut. John J. Lynch of this city, recently with the United States army and George J. Hulihan of Rutland, who was in the aviation service overseas. They piloted the plane from Glens Falls, N. Y., where it was damaged July 3 when Lieutenant Lynch attempted to go from Mineola, N. Y., to Barre to give exhibitions.

The Curtiss machine, which is of the ON-4 type, will be seen at the Rutland fair with Rutland men in it. It has been fully repaired since the mishap at Glens Falls. In addition to flying in this city Lieutenant Lynch will give an aerial exhibition in Maine, and in some of the southern states.

EARLY VERMONT NEWSPAPERS IN RUTLAND HANDS

Charles E. and Riford R. Tuttle Add Many Rarities to Their Store of Vermont Bibliography

Probably the most extensive and interesting private collection of books, newspapers and documents of Vermont and Vermont history extant is the property of Charles E. and Riford R. Tuttle of this city. The Tuttle brothers have been collecting the bibliography of Vermont for a number of years and private collectors and public libraries look to them for some of the rarest specimens.

The Messrs. Tuttle during this summer have scoured Vermont and have added to their collection a large amount of very rare papers and manuscripts. Old attics have disgorged themselves of ancient tomes that delight the heart of the collector. Among other things a large number of the earliest newspapers published in Vermont have been collated.

First Newspaper in Vermont About 1778.

The first newspaper in Vermont was published approximately in 1778. It was undoubtedly printed on the first printing press brought to America and to New England, from England in 1639. The press was set up in Dresden by Timothy Green in 1778 and two years later was moved to Westminster, Windham county, and used by Green and Spooner.

The Tuttles have a copy of Spooner's Vermont Journal, Volume 13, No. 643, of November 23, 1795. They have about 50 issues of this paper printed between 1795 and 1824. The press upon which this paper is printed is in the Vermont Historical society's rooms at the State house in Montpelier.

Windsor Cradle of Vermont Newspapers.

Several copies are shown of different newspapers published in Windsor which seems to have been the cradle of Vermont newspaper making. The Tuttles have about 250 copies of the Washingtonian, published by Josiah Dunham. These issues run from No. 1, printed on July 23, 1810, to 1815. They have 175 out of the first 187 issues of this paper.

About 40 copies of The Post-Boy, published at Windsor, have been picked up. the earliest issue being Vol. 1, No. 2, of January 8, 1805. Nahum Mower was the publisher. The numbers in the collection were printed in 1805 to 1806.

About 150 copies of the Windsor Gazette, starting with Vol. 2, No. 53, on April 13, 1802, are in the collection, the other numbers being of dates up to 1805. There are also early copies of the Vermont Republican printed in 1816 at Windsor.

Some Infant Issues.

The first copy of the Weekly Wanderer, printed at Randolph by Sereeno Wright, is dated April 11, 1801, and is No. 16 of Vol. 1. There are 150 copies between this date and 1809. This is the first paper established in Randolph and the only one published there prior to 1846.

The Tuttles have early copies of The Farmer's Weekly Museum or the New Hampshire and Vermont Journal, printed at Walpole, N. H., the earliest issue being No. 211 of Vol. 5, dated April 13, 1797. There are about 30 copies of this paper between that date and 1799.

The earliest issue of a Middlebury paper is the Green Mountain Argus, No. 21 of Vol. 2, printed in 1840. J. Cobb, jr., was the publisher.

A Rare Swanton Paper.

A very interesting paper, which is also very rare, is a copy of the Swanton North American, published by H. J. Thomas. This paper was a sort of Canadian-American rights and Canadian Independence advocate. The earliest issue in the collection is No. 12 of Vol. 1, dated June 26, 1839.

An ancient Bennington paper is the Vermont Gazette, published by Darius Clark. The earliest copy in the collection is Vol. 13, No. 21, dated April 16, 1822. This paper was therefore established about

1801. The Tuttle brothers have about 50 copies of the early issues of this paper.

A copy of the first issue of the Brandon Post, published by P. Welch, dated Sept. 27, 1849, and Vol. 1, No. 35 of the American Protector published at Bradford by A. B. F. Hildreth, and dated September 2, 1843, are among the rare ones.

Early Brattleboro papers are represented by copies of the Independent Freeholder. The earliest issue is Vol. 1, No. 18, dated April 3, 1809. This newspaper was published by Peter Houghton.

The earliest copy of the Galaxy, the first newspaper published in Brattleboro, is Vol. 5, No. 229, dated June 18, 1801. Benjamin Smead was the publisher.

Some Anti-Masonic Organs.

Substantially a century ago Vermont had several newspapers that were anti-Mason. Copies in the collection of these newspapers are the Danville North Star, published in 1826; and the Castleton Statesman, published in 1832.

Copies of early newspapers, with the years of which copies have been gathered, published in other Vermont towns are: Bellows Falls, 1819; Burlington, 1823; Woodstock, 1824; Montpelier, 1814; Brattleboro, 1827; Royalton, 1829.

Copies of early Rutland newspapers are in the collection, including of course the Weekly Herald, published by Samuel Williams, the earliest copy being Vol. 2, No. 44, dated October 1, 1796. The Vermont Courier, published in Rutland by Thomas M. Pomeroy, is represented by Vol. 1, No. 27, of January 23, 1809.

The Rutland Market.

High Cost of Living Investigations Have Not Affected Prices in This City.

The drop in the cost of commodities reported from some districts as an incident to the high cost of living investigation has not been noticed in Rutland as yet nor has the boost in the cost of meat noted in several of the large cities reached to local stores, grocers and provision dealers stating today that current prices were the same as last week.

Quotations are as follows:

| | |
|-----------------------------|---------------|
| Butter, lb. | .65 |
| Oleomargarine, lb. | .33 |
| Cheese, lb. | .42 |
| Eggs, fresh, doz. | .65 |
| Cabbage, lb. | .05 |
| Onions, lb. | .15 |
| Potatoes, new, pk. | .85 |
| Flour, sack | \$1.75 to \$2 |
| Granulated sugar, lb. | .11 |
| Rice, lb. | .12 |
| Lard, lb. | .42 |
| Shell beans, qt. | .15 |
| Lettuce, head | .15 |
| Bunch beets | .05 |
| Carrots, bunch | .05 |
| Sweet corn, doz. | .40 |
| Meats. | |
| Bacon, lb. | .48 to .60 |
| Beef, roast, lb. | .35 to .60 |
| Round steak, lb. | .50 |
| Sirloin steak, lb. | .60 |
| Round steak, lb. | .35 to .45 |
| Pork roast, lb. | .30 to .40 |
| Pork chops, lb. | .30 to .40 |
| Sausage, lb. | .30 |
| Salt pork, lb. | .32 |
| Ham, sliced lb. | .65 |
| Lamb, forequarter, lb. | .32 |
| Lamb, leg, lb. | .40 |
| Lamb chops, lb. | .45 to .50 |
| Fowl, lb. | .45 to .50 |
| Veal steak, lb. | .50 |

Fish and Sea Foods.

| | |
|-----------------------------|-----|
| Lake whitefish | .40 |
| Butterfish | .30 |
| Lake trout | .40 |
| Halibut, lb. | .50 |
| Haddock, lb. | .32 |
| Salt salmon, lb. | .20 |
| Salmon, lb. | .60 |
| Salt cod, lb. | .32 |
| Quahaug clams, doz. | .60 |
| Quahaugs, per qt. | .60 |
| Whitefish, per lb. | .30 |
| Steak cod, lb. | .32 |
| Fresh mackerel, lb. | .45 |
| Salt herring | .15 |
| Clams, qt. | .50 |
| Swordfish, lb. | .55 |
| Pollock, lb. | .28 |
| Salt mackerel, per lb. | .30 |
| Lobsters, per lb. | .65 |
| Eels, per lb. | .30 |
| Cod cheeks, lb. | .30 |
| Pike, lb. | .40 |
| Flounders, lb. | .20 |

Fruit.

| | |
|-------------------------|------------|
| Malaga grapes, lb. | .25 |
| Grapefruit, each | .20 |
| Oranges, doz. | .35 to \$1 |
| Pineapples, each | .20 to .35 |
| Bananas, doz. | .40 |
| Lemons, doz. | .40 |
| Muskmelons, each | .15 to .25 |
| Figs, lb. | .35 to .50 |
| Dates, lb. | .25 |
| Peaches, doz. | .30 to .75 |
| Plums, doz. | .15 to .40 |

ICE IS USED TO COOL GRAND THEATRE

Sirocco System Has Been Installed in Auditorium.

Last year the management of the Grand theater installed a new ventilating system, and this year they have added the Sirocco cooler system. A brick furnace, about 10 feet square and eight feet high, is filled with ice each day and fresh air is drawn in and blown over this by means of the mushroom system.

This is the most perfect way in ventilating and cooling theaters, yet invented. This system has proved a great success in the larger theaters through New England, the first one being installed in the New York hippodrome.

"DROUGHT" CREATES DEMAND FOR HOPS

Home Brewed Beer Popular Beverage in Rutland

The "drought" which began July 1 has started a new industry in Rutland and, incidentally has created a demand for hops and dry malt which has well-nigh wiped out the stocks of some of the local grocers and druggists. Not a few citizens who have been accustomed to quench their thirst daily at the now closed drink parlors are determined not to go dry while the war time prohibition is in force and are learning to make beer at their homes.

Reports have it that the new brewers are meeting with varying success in their homemade articles and that the alcohol content of the beverage produced "for home consumption" is in certain cases so great that the consumer finds that it has more "kick" than beer made by experts.

Again rumor has it that one man produced 10 per cent beer (unwittingly). It tasted like any ordinary lager but when a friend, who dropped in for a chat, had consumed four or five glasses, as he could do in the case of commercial beer without ill effect, the visitor found that he was glued to his chair.

PAVILION TO NOW ADORN FAIR GROUNDS

The Rutland County Agricultural society has purchased the dancing pavilion at Bomoseen park, Lake Bomoseen, from the Rutland Railway, Light and Power company. It will be taken to the fair grounds in this city next week and will be erected east of the Arts and Crafts building.

If the fair grounds becomes a summer amusement park the pavilion will be part of the attractions. It will probably be leased for dances.

The Rutland News
February 27, 1919

LEASE SITE FOR SHIRT FACTORY

Tauber, Lipton & Co., of New York, who purchased the shirt factory interests in this city of Tauber, Ryttenberg & Co., have leased the second floor of the Terrill building at the corner of Wales and West street and will begin the manufacture of shirts there in a short time. Much of the machinery has already reached Rutland and has been stored at the Shrine temple where it was thought at first that the company might begin operations.

When the Tauber, Ryttenberg & Co. factory on Cleveland avenue was burned some weeks ago, more than 200 persons were thrown out of employment. The Tauber concern is anxious to again have a factory in this city because of the good opportunity to secure experienced help. The new quarters in the Terrill building have a floor space of 28 by 102 feet. Louis Goldberg will be local manager.

The Rutland News
February 3, 1919

TAUBER-LIPTON CO. TO OPEN FACTORY

Shrine Building Will Be Used
for the Present--Factory
to Be Built

The Tauber Lipton & Co. shirt factory, who are successors to the Tauber and Rittenberg Co., will open a temporary factory in the Shrine building at an early date.

A consignment of machines arrived by express Saturday and also a second shipment this morning. It is planned to give work to as many employes as the space in the Shrine will allow for which means that practically all of the old employes will have positions and some new ones.

It is ultimately planned, as soon as arrangements are made, to have a new factory which will be very practical and much larger than the former one. It will be located probably on the old site on Cleveland avenue.

It is contemplated that 300 to 500, will be employed under these new conditions. The factory will be started during the summer. Additional lines, other than the making of shirts, will be handled.

This company is one of the largest of its kind in the country. The factory in Rutland is one of nine branches in the United States.

The Rutland News
March 11, 1919

FANCY WAISTS TO BE MADE HERE

New York Interests Leases
Quarters in Vermont Evaporator Company Building

Rutland is to have another new industry, the third to start business early in the spring. A group of New York men, whose firm name has not yet been made known, has leased of the Vermont Evaporator company the third floor of their building on Strongs avenue and the quarters are already being remodeled to suit the needs of the new occupants who manufacture waists, largely high grade silk waists, it is understood.

Those interested in the new establishment were not in this city today so that the details as to their trade name and the number of hands they expect to hire could not be ascertained but it is known that they have leased about 5000 square feet of floor space and that they expect to operate with local employes.

The Vermont Evaporator company leased the structure known as the "Vermont School Seat" plant some time ago and they have sub-let one floor to the waist manufacturers.

The Rutland News
April 26, 1919

OPEN FACTORY TO MAKE SILK WAISTS

Marble City Manufacturing
Company Will Begin Business
in Rutland Next Monday

The Marble City Manufacturing company, which, as stated in the News some weeks ago, has leased the second floor of the so-called Vermont School Seat company building on Strongs avenue, a part of which is occupied by the Vermont Evaporator company, will begin business next Monday morning. The concern will manufacture ladies' silk waists. At first about 100 hands will be employed but if the Rutland business men can provide adequate facilities the new concern give assurance that they will increase their force to 500 in the near future and will have plenty of business to keep the larger number busy the year round. The company offer a bonus to operators for steady attendance and a bonus at Christmas time on the gross amount of work accomplished.

The superintendent of the local factory is to be C. H. Bristol who comes to Rutland from Glens Falls, N. Y. The forewoman will be Miss Anna Crain of this city.

The main factory of the shirt waist concern is at Brooklyn, N. Y., where about 1000 hands are employed. There is also a branch at Bangor, Pa.

HOWE SCALE COMPANY BUY TIMBER LAND

Four Thousand Acres Situated in Mendon Change Hands.

In order to secure a continuous supply of lumber for its increasing business the Howe Scale company has purchased a tract of heavily timbered land in Mendon consisting of 4000 acres. The tract is in one parcel and was sold some years ago to the parties, who have deeded it to the Howe Scale company, A. N. Blandin of New Hampshire and the Livingston Cushing estate.

The property was owned at one time by George T. and Newman K. Chaffee of Rutland. It is in the southeast corner of the township of Mendon.

The Rutland News
March 10, 1919

NEW SHIRT FACTORY FOR THIS CITY

A branch factory is to be established in this city by Hall, Hartwell & Co., of Troy, N. Y., who manufacture shirts, collars and cuffs. The concern has leased of the G. H. Grimm estate a building on Forest street, formerly occupied by the Yorke Shirt company of Glens Falls, N. Y., and will begin operations in Rutland either in April or May. It is said that the new comers will employ a large number of hands at the outset.

As Tauber, Lipton & Co. have recently leased a part of the Terrill block on West street for a shirt factory this city will soon have two manufacturing places of this type in operation.

The Rutland News
April 12, 1919

DR. HANRAHAN 50 YEARS A PHYSICIAN

Commenced Practice Of Profession In Rutland Half Century Ago Today

Dr. John D. Hanrahan commenced the practice of medicine 50 years ago today on Center street, this city, and he has been located in offices in the block between Merchants Row and Wales street ever since, April 12, 1869. He started his professional career with offices in the drug store of Francis Fenn, father of Frederick Fenn of Church street.

Dr. Hanrahan recalls only five men still in business in this city who were active 50 years ago. They are Henry F. Field, Henry O. Carpenter, Frank M. Mellow, George P. Russell and Harry M. Bates.

Dr. Hanrahan was born June 18, 1844 in Limerick county, Ireland. He came to America in childhood and commenced the study of medicine in 1860 with Dr. J. K. Wright of Yorkville, N. Y. He attended the University of New York and was later a surgeon in the United States navy.

The Rutland News
April 12, 1919

STREETS WERE PROBLEM WAY BACK IN 1852

Old Petition Shows That Abutters Paid for Improvements in Those Days.

In view of the recent agitation for the acceptance of an abutter law covering street improvements an old petition which has just been discovered, indicating that highway construction was a problem in Rutland as long as 67 years ago, is of a good deal of interest. Present residents argue that Washington street is by no means what so important a thoroughfare should be in a city like Rutland and it is pointed out that if a substantial sum had been laid out on it at one time instead of spending the money in dribbles year after year, as the petition would indicate was done, the street might have a permanent pavement.

The petition which is dated September 15, 1852, follows:

"We, the subscribers, agree to pay the sums affixed to each of our names for the purpose of grading Washington street, or if the expense shall not be as much as the amount subscribed, then we will pay in that proportion:

"George W. Strong, \$50; Bardwell & Cooke, \$20; E. V. N. Harwood, \$10; J. Barrett, \$20; J. T. Page, \$30; J. W. Putnam, \$15; Ira C. Foster, \$20; Amos L. Story, \$15; Joseph Pratt, \$25."

The Rutland News
April 18, 1919

WILL SOON USE ENTIRE BUILDING

Tauber, Lipton & Co., who have been occupying the second floor of the Terrill building in West street since a few weeks after the fire which destroyed the shirt factory on Cleveland avenue, are preparing to utilize the other two floors of the structure. At present the concern has only a stitching room. Alterations and repairs which are underway will be completed next week and a cutting room and laundry will be added to the present equipment. The laundry machinery is already being installed on the first floor. The cutting room will be on the upper floor.

At present 75 machines are operated. This number will soon be increased to 100.

The Rutland News
February 27, 1919

SHRINE IS LEASED TO FILM CONCERN

Movie Reels May Be Manu-
factured At Building On
Wales Street!

SHIRT COMPANY EXPECTED TO OCCUPY BUILDING

The leasing by Tauber, Lipton & Co. of a portion of the Terrill building on West street after it had been announced that the concern was to use the Shrine theatre building on Wales street for its factory gives publicity to the information that negotiations are underway to lease the Shrine building to a film concern from outside of the state for a term of years, probably 10. The shirt manufacturers were recently informed that the theatre had been rented for a long period and that, therefore, the tentative agreement with Tauber, Lipton & Co. for its occupancy could not be carried out.

The Shrine building is now owned by the Clement National bank. The person who has charge of the leasing of it was out of town today and could not be reached so that the details as to the lessees and their purpose could not be learned.

It is understood that it is not proposed to use the structure as a moving picture house but as a distributing point and probably for making films.

The Shrine theatre was built some 10 years ago by Cairo temple of Mystic Shriners. It was run as a theatre and later as a moving picture house and was afterwards used as a convention hall. Financial troubles arose and the property was finally sold to the bank.

The Rutland News
April 4, 1919

ARE TO RENAME THEATRE; THE STRAND

New Management Of The Shrine Makes Announcement

The thorough overhauling and renovation of the Shrine theater on Wales street in this city, that has been leased by the Rutland Theaters Inc., are now well underway. The improvements include an entire lighting system and heating plant, besides some new decorations. The name of the theater under the new management will be the Strand. The Rutland Theaters Inc. is one of the Black circuit of playhouses of which there are 22 in New England and New York state. The Black circuit runs theaters of a combination of vaudeville and pictures, movies exclusively, some road shows and one stock company located at Utica, N. Y. It is recognized as one of the strong syndicates of the east.

A. K. Hall, who is superintending the establishment of the Strand, will be located in Rutland for two or three months, or until the enterprise is well underway, and later there will be a local manager appointed permanently. Mr. Hall has had a long newspaper and theatrical career. For several years he was business representative of Denman Thompson, creator of "The Old Homestead," and also of "Peg O'My Heart" and Fritz Scheff. He speaks with all confidence, of the success of the enterprise in Rutland. He says that it is "not the first lemon" the Black organization had acquired, later to transform it into a "peach." He expects that the Strand will be opened on the Monday following Easter, April 21. Mr. Hall says that very favorable connections are assured with the highest class of producers of moving pictures in the country by reason of the extensive business of the Black circuit.

The Rutland News
February 4, 1919

K. OF C. TO ERECT \$60,000 BUILDING

It developed last night, at a meeting of the Knights of Columbus (through the report of the building committee) that the property owned by the order on Grove street is virtually free from debt. Great enthusiasm was manifest over the prospect for the erection of a \$60,000 building, and the directors were authorized to engage an architect and secure plans for two buildings on the ground known formerly as the Clark & McMaster property.

There are about 400 members in the society and stock amounting to about \$40,000 will be sold to these men. The building will be one of pride to the state as well as the city as it will be among the finest structures of its kind in Vermont.

The plan includes the main building with a frontage on Grove street of 80 feet and a depth of 70 feet. It is to be three stories high, and have three stores on the ground floor. Club rooms will occupy the second floor, especial attention being paid to the decorations, the finest of upholstered furniture, rugs, pool and billiard room, reading rooms and kitchen. A chef will always be on hand to serve members.

The third floor will contain the Knights of Columbus council chambers and hall which will be elaborately finished. Here social events of the society can be carried out.

In the rear of the main building a gymnasium with a frontage of 50 feet and a depth of 80 feet will be erected. The gym will include everything in the way of equipment, such as horses, horizontal bars, dumbbells, parallel bars, etc. The main part will have sufficient height for basketball and contain a gallery where the game can be watched by spectators.

The basement will contain several features such as shower baths and a swimming pool. The plans call for bowling alleys. The gymnasium will be connected with the main building by bridges running from the second story of the club house. The gymnasium will also have an entrance from Grove street.

PUT RUTLAND

The Rutland News
February 28, 1919

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OVER THE TOP! In Good Roads and Good Streets

**BY VOTING FOR THE ABUTTERS LAW, ARTICLE 7,
NEXT TUESDAY**

Give Rutland Good Streets—she will show you an increase in trade—this means more money left in our city—which reimburses the fellow that pays one-third of the street improvement in front of his property. Why, the public will pay for our street improvements if we give them a chance and its the public that frequent the City with **Good Streets** and Shun the City with **Poor Streets**. **Which Shall We Have?** Valuation of all property is figured on a business basis. If we have a City well thought of and well patronized isn't your property worth more? Don't think of today only, think of the future years; you may wish to sell your property some day. A few dollars well invested in real estate very seldom fails to show a handsome profit. Why not start with our **Streets**, the most important part of a City. Think this matter over, talk with people that know what our neighboring City of **Glens Falls** has accomplished by the **Abutters' Law**, Article 7, then tell your friends to help Rutland, next Tuesday by voting for the **Abutters' Law**, Article 7. You can't do more for Rutland and yourself than to vote for the **Abutters' Law**, Article 7.

If you were in Business, as the City of Rutland is today and the people of the City were willing to help by paying for one-third the expenses of the streets improvements would you not give them a chance to let them **show you?** That's what Rutland wants of the people. Vote for the **Abutters' Law**, Article 7 and Rutland **Will** show you results from growth that will surprise you. Every city that has adopted the **Abutters' Law** has met with this success. Rutland will be no exception. She has led in all past progressive moves; let her be an example now, that other Vermont cities will follow.

Vote for the Abutters' Law, Article 7, and Do Your Duty

Rutland Is a Leader, not a follower. Let's keep up our good record. This is a **business** proposition, coupled with our **City pride**. We consider both beyond reproach and we well may, but don't forget this when you vote on the **Street** matter next Tuesday.

**Better Rutland Is What We
Want And We Must All
Work For It
'THAT MEANS YOU!**

The Rutland News
July 17, 1918

LIGHTNING STRIKES CRUSHING PLANT AND DESTROYS IT

Loss of \$2500 Well Covered by Insurance But City Will Be Hampered in Its Repair Work.

Last evening a bolt of lightning, which struck some high tension wires leading to the municipal stone crushing plant on Lincoln avenue, set fire to the building and partially destroyed the property.

The truck from Station No. 1 went out on a telephone alarm and the team from No. 2 answered the box, No. 28, situated at the corner of Lincoln avenue and Vernon street.

While the monetary loss of \$2500 is covered by insurance this does not in any way represent the real value to the city as at this time it is almost impossible to secure motors to replace the two which were destroyed. The old steam roller, which operated on the old crushing site on North Main street, was recently sold by the city. This leaves the public works department without any immediate method of carrying out the work started on West and Temple streets.

The crusher can probably be repaired but until the motors are received the work on the streets will have to be given up after the stone already crushed has been exhausted.

Commissioner of Public Works Frank H. Duffy and Superintendent of Streets Walter F. Wands were in consultation last night and it is probable that work will be commenced at once on the reconstruction of a temporary building to house the crusher.

The Rutland News
August 6, 1918

TUNNEL REPAIRS TO COST ABOUT \$13,500

This is Estimate Made to Aldermen by City Engineer A. C. Grover.

The regular meeting of the board of aldermen last evening was devoted entirely to routine business. It was decided that the board shall meet on September 2, 3 and 4 at 7.30 o'clock in the afternoon to revise the check lists for the fall election. A letter was received from W. H. Jeffrey, secretary of the state board of charity and correction, notifying the city that dependent children should not hereafter be kept on poor farms as there is a home provided for this class of unfortunates.

The board instructed the city attorney to notify the Rutland railroad that its share of repairing the Pine street tunnel will be about \$2000.

Richard C. Durkee and F. B. Taylor were made permanent firemen and Joseph Dumouchel was appointed a call man.

The following building notifications were received: J. Daniels, house on Vernon street; John B. Stearns, addition to house to be used as a garage, 15 West street; B. E. Mellow and E. C. Smith, piazza, 65 Crescent street.

An estimate of \$13,505 was made by City Engineer A. C. Grover on the proposed changes at the Pine street tunnel, divided as follows: Sewer, \$5000; paving, \$5500; side walks, \$350; railing, \$90; curbs, \$300; catch basins, \$1000; roof over the street, \$765.

Roads Full of Holes

Are Not What Vermont Wants, Although She
Has Many Now.

Let's fill these holes by getting behind
this Good Roads movement and show the peo-
ple that Vermont is not a back number.

Your Signature on One of the "I Believe"
Cards Is All That Is Required.

Cahee House Furnishing Co.

Better Roads For Vermont Do You Want Them?

Sign the "I Believe" Cards of the
Patrol Committee

GEO. E. CHALMERS

KODAKS
PREMOS
BROWNIES

RUTLAND,
VT.

BOOKS
STATIONERY
PICTURES

Why Poor Roads

When With a United Effort the Better Roads Can Be
Substituted.

BE SURE AND SIGN AN "I BELIEVE" CARD.

MARSDEN ELECTRIC COMPANY,

57 Center St.

Rutland, Vt.

The Rutland News
November 25, 1918

Poor Roads Are Shunned

GOOD ROADS ARE SOUGHT.

Vermont doesn't want to be shun-
ned on account of her roads, when
she leads in everything else. Do
your part to help your state. Sign
an "I Believe" card.

W. W. Ward & Son

Plumbing Heating
69 Center St.

The Rutland News
November 29, 1918

Oil and Water Street Sprinkling Assessment

City Treasurer's Office,
Nov. 20, 1918.

Notice is hereby given that the
street sprinkling assessment for
1918 has been placed in the City
Treasurer's hands for collection, and
you are respectfully called upon to
pay said assessment on or before De-
cember 5, 1918.

WILL L. DAVIS,
City Treasurer.

The Rutland News
June 20, 1918

RUTLAND RAILROAD TO BUILD SHOPS

Company to Spend \$300,000 for New Locomotive and Coach Repair Structures in This City

The Rutland Railroad company is to add to its equipment in this city for general railroad work by erecting two large buildings in connection with the repair shops immediately west of the depot. It is stated at the office of General Manager George T. Jarvis that \$300,000 will be spent in putting up the structures, this being a part of the sum of \$982,000 which the road's officials informed the government would be extraordinary expenses for 1918. The new buildings will mean the bringing to Rutland of much of the heavy repair work which has heretofore been done at Malone, N. Y., and will require the employment of a much larger force of men at the shops in this city.

The new building will include a locomotive repair and construction shop 233 by 105 feet in size and 50 feet high. This will be built of brick with foundation of concrete and steel. This building is to be located between the present shop and the round house.

The second building, which will be used for coach repair work, will be situated on Pine street between the tunnel and the Grimm building. It will be 172 by 125 feet in dimensions and 30 feet high, the construction being of cement and brick.

The new equipment will also include a transfer table pit, 45 by 207 feet, and one 75 by 187 feet, a tool room 45 feet square, a coal tressle 100 feet long and a retaining wall 170 feet in length. The present car shop will be given over to freight repair work which has heretofore been done out of doors.

No changes will be made of any consequence in the shops now standing. The announcement of the erection of the new buildings means that any tentative plans for the removal of the car shops from Rutland have been abandoned. Work on the new buildings will begin soon.

The Rutland News
August 9, 1918

INSTALL NEW STACK AT DAVIS FOUNDRY

Capacity Of Plant On Spruce Street Is Greatly Increased-- Employ 145 Men.

Substantial additions to the foundry apparatus of the Charles E. Davis Foundry company, which has its plant on Spruce street in this city, have been made and a big new stack is already in operation, greatly increasing the output of the plant which, in three years, has increased its working force from 20 to 145 men and its floor space from a building 36 by 60 feet to a modernly equipped structure 400 feet long and 60 wide. The weekly payroll at present is \$3200 to \$3500. About 98 per cent of the work done at the plant at present is the manufacture of machinery for big corporations, all being war orders directly or indirectly.

The new stack has a capacity of 12 tons an hour and the company is handling 20 to 25 tons of metal a day. Formerly they used two small stacks, the combined capacity of which was about seven tons an hour. The core room is equipped with three ovens of the most up-to-date pattern, replacing a single one of older style. Considerable other smaller equipment has been added to save labor and speed up the work in general. The concern is continually increasing its force and is bringing new families to Rutland weekly. Two are to come from Massachusetts this week.

RICHARDSON BLOCK BOUGHT BY EAGLES

Rutland Aerie to Have a Permanent Home on Center Street.

The Richardson block at the southwest corner of Center and Wales street was purchased last evening by D. A. Bruten, Daniel Kennedy, W. E. Moynihan and John F. Coniff, a special committee representing Rutland aerie, F. O. E., as a home for the lodge. The building was sold to the organization by Egbert C. Tuttle. Possession is to be given within 30 days.

The second and third floors will be used as club rooms, the hall on the upper floor being retained in its present size. The other rooms will be altered some to suit the needs of the clubs. The stores on the ground floors will be left as at present.

Rutland aerie, is 13 years old and has 462 members. There are 65 in war service.

The Rutland News
October 19, 1918

NO OBJECTION TO FURNACE ST. PETITION

Highway Will Probably Be Discontinued.

There was a hearing at the city council chamber at the city hall this morning before Commissioner of Public Works Frank H. Duffy and Walter S. Wands, superintendent of streets, on a petition for the discontinuance of Furnace street from Union street to Franklin street and that part of Union street lying east of a line starting at the west end of the old gas house and running southerly. These tracts are partly on land of the F. R. Patch Manufacturing company and partly on Rutland railroad property and both of the concerns are anxious to have the streets discontinued. No objections were made this morning but the question of disposition of water pipes which are laid in the streets was raised and the matter was held open until the city engineer, A. C. Grover, is heard from in the matter.

At the hearing Attorney John S. Dorsey appeared for the city and Attorney E. W. Lawrence for the Rutland railroad.

The Rutland News
November 29, 1918

VERMONTIANA GOES UNDER THE HAMMER

Notable Collection Made By
Rutland Man Sold in Boston

Charles E. Tuttle of South Main street has returned from Boston where he conducted a three days' auction sale of Vermontiana and other rare books at the rooms of C. F. Libbie & Co. The 2296 items offered included what is probably the most notable collection of Vermont works ever offered at one time as there were many not mentioned by bibliographers and unknown to the average collector and librarian. There were 1000 Vermont numbers and the entire lot brought several thousand dollars.

Several prominent Vermonters and ex-Vermonters were present. Among them were Congressman and Mrs. Porter H. Dale of Island Pond, Matt B. Jones of Waitsfield, vice president of the New England Telephone company, F. Lee Whitney of Montpelier, assistant state librarian, and Frank Coburn of Lexington, Mass., formerly of Thetford.

A first edition of Ethan Allen's narrative of his captivity brought \$40. A set of Vermont magazines sold for \$34. A complete set of Waiton's Vermont Register, 1818 to 1918, were bid off at \$35. Fifteen dollars was paid for a Fourth of July oration by Zebulon Shepherd, published in Middlebury in 1814. Among the Rutland items was James Pearse's Travels, which sold for \$16. Works on Mormonism, Indians, War of 1812, Abraham Lincoln and science were included in the lot sold.

The Rutland News
December 9, 1918

RUTLAND MACHINE SEEN IN FRANCE

**Lieut. Lucian Huntington Runs
Across a Big Patch Lathe in
Shell-Torn Town in
War Zone**

Lieutenant Lucian Huntington, formerly of Rutland, where he was employed by the F. R. Patch Manufacturing company, and later by the Rutland Railway, Light & Power company, has written an interesting letter to his father, A. T. Huntington, yard foreman for the Patch company, Lieutenant Huntington has been in charge of getting supplies to the tanks in service in France. The letter is dated November 3, and an extract from it is as follows:

"I have just come in from riding 225 miles in the rain on a motor cycle. As I came through one of the desolated places I saw a good advertisement for the Patch company. When I was coming through one of the French towns, which the Huns' shell fire had absolutely destroyed, I saw one of the big marble lathes manufactured in the Patch shops, drawn up alongside the road. It was in perfect condition. It sure seemed funny to see that machine here in the midst of all the desolation."

CLEVELAND AVENUE BECOMES BROOK BED

Dunklee Stream Overflows Banks And Inundates Street — Flood At Cuttingsville.

The rain and the high temperature last night caused a flood in the northwestern part of this city, Dunklee brook overflowing its bank a short distance east of where it flows into East creek. The water made a bed of Cleveland avenue, rushing along swiftly at a depth of two feet, at times, and finding its way into the channel of East creek near State street. The north end of Water street was inundated and once there was six inches of water on the trolley car tracks at the corner of State street and Cleveland avenue. It did not interfere with the running of trolley cars. Persons living in the vicinity found it impossible to go home for dinner and those who were in their houses had to remain there.

The house of Victor Taylor, 47 Water street, was isolated by water at 8:30 o'clock this morning and Capt. John P. Reedy and men from fire station 2 went to the scene and carried Mrs. Taylor and four children to places of safety. At this time the firemen were able to wade through the water by wearing hip boots.

Many cellars on both Water street and Cleveland avenue were filled with water by the overflow and the occupants of the houses had a busy time moving various articles to places of safety. The trouble was due to heavy ice clogging the mouth of Dunklee brook. In East creek most of the water was running under the ice and was giving no trouble.

Railroad Traffic Delayed.

Mill river ran out of bounds and covered considerable section of the Rutland railroad track a half mile from Cuttingsville this morning. This tied up traffic for two hours. It was finally found necessary to transfer passengers around the danger point.

Wells flats between Center and West Rutland are inundated but trolley cars were able to run throughout the day.

REV. DR. BRADFORD DECIDES TO LEAVE RUTLAND CHURCH

Congregational Pastor Feels It His Duty to Accept Second Call to Providence, R. I.— Is Endeared to Rutlanders

Rev. Dr. A. H. Bradford has notified the church officials of the Congregational parish in this city of the fact that he will tender his resignation to the society at the morning service tomorrow.

Dr. Bradford received a call last year from the Central Congregational church at Providence, R. I., but refused to accept the pastorate because, as he stated to the committee who presented the call, he felt that it would not be fair to his Rutland church.

Dr. Bradford insisted that they accept his statement as final and the church went to work to secure another man. After searching for months for the man to meet their particular needs they again appealed to Mr. Bradford and put their plea in such a form that the big duty of the hour appeared to him to be to keep up the work in the Rutland church. The committee convinced him that the church needed his hand and his mind and his heart to guide its affairs.

Came Here in 1913.

Dr. Bradford came to Rutland Jan. 1, 1913, from the Congregational church in Springfield, Mass., where he was assistant pastor and succeeded Rev. W. H. Spence, now of Hinsdale, Ill. Dr. Bradford really gave to Rutland the Community house, an institution that had been hoped for for years by the most progressive and philanthropic citizens. Although Dr. John A. Mead would have undoubtedly in time given something of the kind to Rutland, he frankly stated to friends at the time that it was his love, confidence and admiration for Dr. Bradford which prompted him to give the Community house to the Congregational church at that time.

When asked if the decision was utterly irrevocable Dr. Bradford stated that he was convinced that it was his duty to accept the call, and it is well understood by those that know him that that being his conviction, the matter was settled.

INFRINGEMENT ON PATENT IS CLAIMED

H. W. Vaughan, Administrator For G. H. Grimm, Sues Ver- mont Evaporator Company In United States Dis- trict Court

Herman W. Vaughan of Brooklyn and Rutland, as administrator of the estate of Gustav H. Grimm of this city, manufacturer of maple sugar making implements, has brought a bill in chancery in the United States district court against Guy W. Fish of Clarendon, Robert H. Moroney of Rutland and Thomas J. Ford of Clarendon and Boston, seeking to enjoin them from manufacturing certain sap spouts and claiming that they are infringing on patents secured by the late Mr. Grimm who died on December 14, 1914. The defendants do business at North Clarendon under the name Vermont Evaporator company.

The bill alleges that Mr. Fish was in the employ of the Grimm establishment for 10 years as a mechanic, Mr. Ford for five years as a salesman and Mr. Moroney for five years as stenographer and salesman. The orator complains that during their service the three men learned the methods used in manufacture of the sap spouts in question and also became familiar with the list of concerns which could handle such merchandise, using the information acquired to their own advantage in the North Clarendon business.

The bill asks for a temporary injunction against manufacture and sale of the spouts during pendency of the case; for the appointment of a master to determine how much in profits the Vermont Evaporator company has made from the spouts and an order that such profits be paid back to Administrator Vaughan.

Papers in the case were served by Deputy United States Marshal Edward S. Whittaker. Webber & Leamy of this city are solicitors for the orator.

PLAN TRAIL SOUTH FROM KILLINGTON

Rutland Section Of Green Mountain Club Expect To Begin Work on Project In 1918.

A meeting of the trustees of the Green Mountain club was held at The Hotel Berwick in this city this afternoon to formulate plans for the year. The Rutland members of this governing body include C. I. Cooper, George E. Chalmers and Willis M. Ross. It was expected that representatives would be present from Burlington, Bennington and several other towns. Reports read at the recent annual meeting in this city showed an active year in 1917 and the indications are that the club will accomplish during the coming summer something in its work of making the hills of Vermont more accessible to outdoor enthusiasts in spite of the many activities in which people are engaged because of the conflict in Europe.

At the meeting this afternoon local conditions were discussed and it was expected that those who attended would make some statement as to especial needs in their districts.

Plans of Local Section.

The Rutland section plans to undertake within the next few months the extension of the trail south from Mount Killington, a project which has been discussed for some years. The mountain pathway to the northward of the favorite peak of Rutland people is now in good condition for travel with shelter houses at convenient points and it is expected that a very few years will see sufficient work in the other direction so that pedestrians who wish to do so may travel to the southward through the woods and connect with the trails built by the very active Bennington division, which will be still farther extended during the summer of 1918.

No definite plans have been formulated as to the route to be taken in going south from Killington but an itinerary taking in wood roads leading to the Bissell mill in Shrewsbury, crossing the Rutland railroad track somewhere near Cuttingsville, thence taking in Shrewsbury pond, White Rocks in Wallingford, and leading southward from this slightly spot is favored. Such a trail, following the ridge overlooking the Otter creek valley from the east would give opportunity for excellent outlooks. Some arrangement will be made for a shelter house between Rutland and Manchester, possibly at Shrewsbury pond. Of course this will not all be accomplished in a single season.

The Rutland News
April 24, 1918

TO PLANT 50,000 TREES IN MENDON

Aldermanic Committee At Work On Watershed Reforestation

The board of aldermen, with the cooperation of the state department of forestry, is planting young trees on the watershed in Mendon in accordance with the vote of the board to spend \$1000 a year for reforestation. Last year the appropriation was not used so that \$2000 will be laid out this year. Today A. J. Eaton, representing the state department, was in this city and, with Alderman D. J. Anthony, who, with Alderman P. H. Hogan and City Clerk H. B. Whittier, compose the forestry committee, he went to Mendon.

About 80,000 young trees are to be planted. The varieties include Norway pine, Norway spruce and Scotch pine. Some of these will go on the Geno farm and the rest on other tracts which the city has bought in order to own the land which is drained by the streams which fill the reservoir.

APPROPRIATE \$150 TO BUILD TRAILS

Green Mountain Club To Spend Similar Amount This Year For Publicity —Membership Is 800.

At the annual meeting of the trustees of the Green Mountain club held at The Hotel Berwick yesterday afternoon the following officers were elected: President, C. P. Cooper, Rutland; vice president, Dr. L. J. Paris, Burlington; treasurer, G. A. Mather, Bennington; corresponding secretary, T. S. Dean, Burlington; clerk, George E. Chalmers, Rutland.

Committees were appointed as follows: On trails and shelters, C. P. Cooper, T. S. Dean, Willis M. Ross, Rutland, J. L. Griswold, Bennington; Prof William S. Monroe, Montclair, N. J.; committee on membership, Dr. Paris, Mr. Dean, Mr. Chalmers; publicity committee, Mr. Dean, Mr. Mathers, Professor Monroe, J. E. Woodruff, Troy N. Y.; nomenclature committee, E. S. Marsh, Brandon, J. P. Taylor, Burlington, Professor Monroe, Mr. Mather.

The trustees appropriated \$150 for work on trails and an equal amount for publicity. Plans were discussed for extension of the long trail and relocating of the trail from Mount Horrid in Rochester, north to Middlebury gap. The appropriations included a sum to repair the Emily Proctor lodge on the north side of Breadloaf mountain and Battell lodge on Lincoln mountain.

It was voted to continue membership in the Associated Mountain Clubs of America and the New England Trails conference.

The Bennington section reported the acquisition of a new camp for hikers on the Arlington road. The club now has 800 members.

The auditors elected for the year are T. S. Dean and W. M. Ross.

Dr. Paris has presented the club a large map of Vermont on which the long trail with all side trails and convenient approaches are plainly indicated. This will be hung in the rooms of the Rutland Business Men's association, which is the headquarters of the Green Mountain club.

The Rutland News
March 25, 1918

SHRINE THEATRE TO GO UNDER HAMMER

Building on Wales Street Will Be
Sold at Auction April 6—Associa-
tion Owning It is Bankrupt.

The Shrine theater building on
Wales street, built by Cairo Temple
association which went into bank-
ruptcy some time ago, will be sold
at auction on April 6 at 2 o'clock in
the afternoon. The sale will be un-
der the direction of Ernest H.
O'Brien, trustee of the bankrupt as-
sociation. The lot, the large brick
building and all the interior equip-
ment, which includes 900 chairs, will
go under the hammer.

Various attempts have been made
to make the Shrine pay as a theater
but they have failed and it has been
generally understood for some time that
an auction sale of the property was
contemplated. The building cost
about \$60,000 and the State Trust
company holds a first mortgage for
about half this amount.

There will be a hearing on April
5 at 10 o'clock in the morning be-
fore Referee in Bankruptcy Thomas
H. Browne to see if any person has
objection to the sale of the assets.

The Rutland News
March 29, 1918

PUBLIC AUCTION.

By virtue of authority vested in
me by the Court of Bankruptcy for
the County of Rutland in the Dis-
trict of Vermont, I will sell at pub-
lic auction, on the premises, on the
6th day of April, A. D., 1918, at 2
o'clock in the afternoon, the follow-
ing described real estate and person-
al property, free and clear of all
liens and incumbrances to wit;

All the real estate of which Cairo
Temple Association, a corporation
duly organized under the laws of the
State of Vermont, has title, situated
on the west side of Wales Street, so-
called, in the City of Rutland, upon
which is erected the Shrine Theatre,
so-called, and all appurtenances
thereto belonging to said Cairo Tem-
ple Association.

Also all the personal property, be-
longing to said Cairo Temple Asso-
ciation, now situated in said Shrine
Theatre, including chairs, piano,
scenery, draperies, borders, curtains
and other theatrical equipment; al-
so chairs, rugs, wicker table, mov-
ing picture machine with equipment
and attachments, coat hangers, aisle,
and stair carpets, ticket racks,
crockery, including glasses, salad
bowls, glass pictures, vinegar dishes,
china fruit dishes, salt and pepper
shakes, bowls, plates, cups, spoons,
soup spoons, large spoons, knives,
forks, table cloths, napkins, side-
board, refrigerator, gas plate and
oven, range, broiler, pans, pails, 31
long tables, 235 dining room chairs,
mirrors, fire extinguisher, over 900
theatre chairs, including all the
equipment of the dining room and
kitchen of said Shrine theatre.

The above described Shrine The-
atre was constructed recently and
cost in the vicinity of \$60,000 to
build and equip. The building is in
excellent condition, has been well
cared for and is an excellent specu-
lative proposition to any prospective
purchaser.

This property must be sold by or-
der of the Court, and because the
personal property in said Shrine
Theatre was purchased to be used
therein and is specially adapted for
use in said premises, I will sell the
real and personal property as a unit
to the highest bidder for cash.

The sale will positively take place
on April 6, 1918, at 2 o'clock in the
afternoon.

Dated at the City of Rutland this
23d day of March, 1918.

E. H. O'BRIEN,
Trustee in Bankruptcy.

The Rutland News
April 6, 1918

SHRINE BUILDING UNDER THE HAMMER

Theatre Is Bid In By Charles
H. Harrison For \$36,150

The Shrine temple building on
Wales street was sold at auction
this afternoon under the direction of
Ernest H. O'Brien, trustee in bank-
ruptcy for the Shrine association.
The structure, with its contents,
was struck off to Charles H. Harri-
son, cashier of the Clement Nation-
al bank, for \$36,150. The only
other bidder was E. C. McIntyre.

The Rutland News
November 26, 1917

RUTLAND MFG. CO. MAY SELL PLANT

Negotiations Underway With Howe Scale Co. for Trans- fer of Property.

Negotiations are underway for the purchase of the Rutland Manufacturing company establishment on Forest street in this city by the Howe Scale company. The deal has not been closed but Ex-Gov. John A. Mead, head of the scale company, admitted today that the parties had been in consultation and that conditions of a possible transfer had been talked over without any conclusion being arrived at. Edward F. White, president of the Rutland Manufacturing company, was out of town today.

It is understood that if the scale company obtains the Forest street property the equipment will be used for the manufacture of refrigerators exclusively. At present the Rutland concern turns out all kinds of inside household furnishings, among other things.

The Rutland Manufacturing company is a successor to the Stoddard Manufacturing company. Not long ago it had financial trouble but it was reorganized and Mr. White, who was the former head, was again placed in control.

The Rutland News
December 12, 1917

Logs Wanted

The Rutland Mfg. Co. (owned and operated by The Howe Scale Co.) will pay spot cash market price for logs delivered at their mill, corner West and Forest Streets, Rutland.

The Rutland News
December 28, 1917

UNIQUE FIREPLACE IN MASONIC ROOMS

Castleton Masons Have Fash- ioned It Out of Bricks From Wrecked Birdseye Moun- tain Monument

About 30 Masons from this city went last evening to Castleton to be present at a smoke talk, which marked the opening of the Masonic lodge rooms in the village. This is the fourth time that the lodge has had to change quarters, the other three lodge rooms having been destroyed by fire in 1880, in 1904, and on Easter Sunday, 1917.

The fireplace in the new lodge is its most unique feature, this having been constructed from bricks taken from the old Masonic monument on Birdseye mountain, which was put up in 1886 by Masons and was struck by lightning many years ago. The Castleton Masons, numbering about 100, went to the peak last fall in a body and gathered as many of the bricks from this monument as still remained intact and the fireplace just completed bears the names of several very prominent Masons on its bricks. There are many names of local Masons including Moses and John Ford, Edward V. Ross and Dr. J. E. Thomson.

The Masons from Rutland were pleasantly entertained last evening. Refreshments consisting of doughnuts, coffee and cheese were served.

The Rutland News
October 19, 1917

DR. MEAD AGAIN ON WITNESS STAND

Takes Stand in His Own Behalf in Commission Suit Brought by Randolph Coleman.

Ex-Gov. John A. Mead who testified as a witness for the plaintiff in Rutland county court earlier in the week in the suit against him brought by Randolph Coleman of Springfield, O., to recover commissions for selling the Rutland man's controlling interest in the Howe Scale company, took the stand in his own behalf at 11 o'clock today at the jury trial over which Judge Stanley C. Wilson of Chelsea is presiding. Examined by Attorney Alexander Dunnnett of St. Johnsbury, he went over much of the ground covered in his previous evidence relative to his business relations with Mr. Coleman and repudiated the evidence of the other side that he made any agreement with the plaintiff for selling the stock or that he even asked Mr. Coleman to sell it.

Miss Leah Coates, for some time a stenographer at the Howe Scale works and private secretary to Dr. Mead, was a witness for the plaintiff this morning. She told the court and jury that she was told by Dr. Mead to take charge of the correspondence of Mr. Coleman and that she took dictation from the latter and filed letters for him. She was informed by Dr. Mead that all matters relative to the deal which Mr. Coleman was handling was of a strictly confidential nature. The witness identified letters having an important bearing on the case as having been written by her under instructions from Dr. Mead or Mr. Coleman.

Check in Evidence.

A cancelled check for \$4500, bearing the endorsement of Mr. Coleman, and his signed statement to the effect that he acknowledged the receipt of that amount of money and 200 shares of the common stock of the reorganized Howe Scale company from McBee, Jones & Co., as settlement in full for the sale and delivery of the stock holdings of Dr. Mead to the New York concern, were introduced as evidence when Mr. Coleman testified late yesterday afternoon.

On being questioned as to why he did not discuss his settlement of the New York end of the transaction with Dr. Mead, Mr. Coleman stated that he went to the office of the Howe Scale company for the purpose of securing a settlement with Dr. Mead and that the latter informed him that the plaintiff did not "have the scratch of a pen" to show any agreement calling for the payment of a commission on the transaction by the head of the Howe Scale company. Mr. Coleman admitted that he disclosed information, contained in a confidential letter to Dr. Mead from Charles H. Morse of the Fairbanks-Morse company, to R. W. Jones of McBee, Jones & Co.

The Rutland News
October 24, 1917

DR. MEAD WINS IN \$60,000 SUIT

Jury Returns Verdict After Being Out All Night

After considering the matter since 12:15 o'clock yesterday afternoon the Rutland county court jury in the case of Randolph Coleman of Springfield, O., vs. Dr. John A. Mead of this city returned a verdict this morning at 9 o'clock in favor of the defendant.

Mr. Coleman made a claim for \$60,000 commission for selling the ex-governor's controlling interest in the Howe Scale company of this city. The stock brought \$874,000 and the Ohio man claimed that he found the customer, McBee, Jones & Co., of New York to whom the transfer was made. He asserted that he had a "gentleman's agreement" with Dr. Mead in regard to the commission. Dr. Mead denied the assertion and said that there was "not the scratch of a pen" to show any such arrangement. He endeavored to show that Coleman was paid by McBee, Jones & Co. and was endeavoring to serve two masters.

The counsel for the plaintiff in the case were R. E. Brown of Burlington and J. C. Jones and Ernest H. O'Brien of this city and W. B. C. Stickney of Rutland and Alexander Dunnnett of St. Johnsbury were the defendant's lawyers.

DR. MEAD TESTIFIES IN \$60,000 CASE

Called to Stand By Other Side in Suit Brought Against Him By Randolph Coleman to Recover Commissions

Ex-Gov. John A. Mead was called to the witness stand in Rutland county court this morning as the first witness for the plaintiff in the \$60,000 suit brought against him by Randolph Coleman of Springfield, O., and the man who is fighting a demand for large commissions on a transaction which involved the sale of the controlling interest of the Howe Scale company of this city answered questions put to him by counsel for Mr. Coleman for hours.

Mr. Coleman claims that he had an agreement with Dr. Mead to sell the latter's stock in the company at a price not less than \$874,000 and that he arranged the sale for \$875,000 and \$250,000 in common stock of the reorganized scale company in addition. The allegation is that Mr. Coleman was to receive five per cent of the sale price for his commission and he now claims that Dr. Mead refuses to pay this. In an answer filed with the court the defense has claimed that Mr. Coleman, without the knowledge of Dr. Mead, at the time, was an agent of McBee, Jones & Co. of New York, to whom the stock was sold, and that the New York concern paid the plaintiff for making the sale.

Ernest H. O'Brien and J. C. Jones of this city and Rufus T. Brown of Burlington are counsel for the plaintiff and W. B. C. Stickney of Rutland and Alexander Dunnett of St. Johnsbury represent the defendant.

Dr. Mead was asked to fix the time when he first had a talk with Mr. Coleman as to the sale of his stock and whether or not he had not stated that he was getting along in years and wished to get rid of a part of his business burden provided he could sell to men who could be depended upon to carry on the business. He testified that conversation to this effect had passed between him and Mr. Coleman but he could not state at which of several meetings specified statements were made. He declared that the matter of Coleman finding a customer for the stock was suggested by Coleman himself; that the Rutland man did not broach it.

The questions put to the witness covered a western trip he made with Mr. Coleman and E. V. Ross, treasurer of the Howe Scale company, before the alleged stock sale agreement was made and he was asked to produce books of the scale company showing when this trip was made in order to fix the time when the matter of selling the stock came up afterwards. Dr. Mead said that Mr. Coleman, who was at the time in this city as an employee of the Howe Scale company, frequently made trips to New York and it was after one of these that he mentioned the fact that he thought he had found a customer for the Mead stock.

The witness seemed surprised when Attorney Brown showed him a letter of several pages in length and asked if he recognized it. The reply, made after the witness had taken some time to read the epistle, page by page, was: "I am familiar with a portion of it. I do not see how you came in possession of that. It is a private letter to me."

ON WITNESS STAND FOR SIX HOURS

Ex-Gov. Mead Persistently Insists He Did Not Offer Randolph Coleman Com- mission for Selling Stock.

Although he was the sole witness through the sessions lasting over four hours yesterday, Ex-Gov. John A. Mead, who is defending a suit in Rutland county court in which Randolph Coleman of Springfield, O., is endeavoring to collect commissions of \$60,000 claimed to be due him for selling the Rutland man's stock in the Howe Scale company, was again on the stand throughout the morning and a part of the afternoon today. Subjected to a grueling examination by Rufus E. Brown of the plaintiff's counsel, he would not admit that he ever made any agreement with Mr. Coleman to sell his holdings in the concern or that he offered to pay the plaintiff a commission if a sale were made.

The witness frequently used such expressions as "presume" and "believe," instead of positive statements. This led to so many questions of similar character being asked by the examining attorney that there were arguments between the witness and the interrogator and Dr. Mead charged the lawyer with "badgering an old man."

A great mass of correspondence figured in the evidence. Letters and other papers were first shown the witness and after he had "presumed that it was his signature" or stated that it "might be his handwriting," the papers were marked as exhibits in the case. The contents of these offerings were not made public at this stage of the trial.

The testimony of Dr. Mead today was of the same character as that of yesterday afternoon as the plaintiff, in endeavoring to prove that the executive of the scale company made an agreement with him to sell stock (receiving the equivalent of about \$875,000, through the alleged transaction) relies to a considerable extent on correspondence. A stenographer who has done considerable work at the Howe Scale works has been subpoenaed to court and will probably be used as a witness to testify relative to letters dictated to her.